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KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after AUGUST 28th, 1930, until further notice (all previous Time Tables cancelled).

UP TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Kowloon Dep.	6.35	8.00	9.34	10.00	12.02	1.18	2.54	3.00	4.30	5.40	7.45
Yau Ma Tei Dep.	6.44	8.09	9.43	10.09	12.11	1.27	3.03	3.09	4.39	5.49	7.54
Shatin Dep.	6.53	8.18	9.52	10.18	12.20	1.36	3.12	3.18	4.48	5.58	8.03
Tai Po Dep.	7.10	8.35	10.09	10.35	12.37	1.53	3.29	3.35	5.05	6.15	8.20
Market Dep.	7.15	8.40	10.14	10.40	12.42	1.58	3.34	3.40	5.10	6.20	8.25
Fanning Dep.	7.25	8.50	10.24	10.50	12.52	2.08	3.44	3.50	5.20	6.30	8.35
Sham Shui Dep.	7.30	8.55	10.29	10.55	12.57	2.13	3.49	3.55	5.25	6.35	8.40
Sham Shui Arr.	7.38	9.03	10.37	11.03	13.05	2.21	3.57	4.03	5.33	6.43	8.48
Canton Arr.	12.34	1.00	1.34	2.00	4.02	5.18	6.44	6.50	8.20	9.30	11.35

DOWN TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Canton Dep.	—	—	—	—	8.35	—	—	—	—	—	8.25
Sham Shui Dep.	7.15	7.29	10.34	11.41	12.19	2.25	4.39	5.47	6.55	7.19	—
Shatin Dep.	7.25	7.39	10.44	11.51	12.29	2.35	4.49	5.57	7.05	—	—
Fanning Dep.	7.35	7.49	10.54	12.01	12.39	2.45	4.59	6.07	—	—	—
Tai Po Dep.	7.45	7.59	11.04	12.11	12.49	2.55	5.09	6.17	—	—	—
Market Dep.	7.55	8.09	11.14	12.21	12.59	3.05	5.19	6.27	—	—	—
Shatin Dep.	8.05	8.19	11.24	12.31	13.09	3.15	5.29	6.37	—	—	—
Yau Ma Tei Dep.	8.15	8.29	11.34	12.41	13.19	3.25	5.39	6.47	—	—	—
Kowloon Arr.	8.12	8.27	11.32	12.41	13.20	3.33	5.48	6.56	7.36	7.59	—

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DIARY OF LOCAL EVENTS.

Today, (February 25.)
Queen's Theatre: "Golden Call."
World Theatre: "Hung Lin Tai."
Part 16 (Chinese picture).
Star Theatre: "Merry Widow."
Pantheon: "Hunt Meet at Dill's Corner." 3.15 p.m.
Ten Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: Peninsula and Repulse Bay Hotels, 8.30 p.m.
European Mail: Outward: Europe via Siberia (Carnarvonshire), 3.30 p.m.
Thursday, (February 26.)
Queen's Theatre: "Black Mail."
World Theatre: "Hung Lin Tai."
Part 16 (Chinese picture).
Star Theatre: "Ben Hur."
Annual Meeting, Ladies Recreation Club, Helena May Institute, 12.30 a.m.
Legislative Council Meeting.
Dinner Dances: Peninsula and H.K. Hotels, 8.30 p.m.
European Mail: Inward: Europe via Suez (Rawalpindi).
Lawn Tennis: Open Singles: Paul Kong v. J. W. Leonard; Open Doubles: J. A. and H. D. Rumbold v. E. and F. R. Zimmerman, C. W. A. Tufford and Major J. C. P. Tush v. W. C. Hong and Chiu Chun Chiu, D. W. Deane and W. N. Petch v. A. D. Humphreys and H. Owen Hughes.
European Mail: Inward: Europe via Siberia (Tokio-Maru).
Friday, (February 27.)
Queen's Theatre: "Black Mail."
World Theatre: "Hung Lin Tai."
Part 16 (Chinese picture).
Star Theatre: "Ben Hur."
Ordinary General Meeting, Hong Kong Tramways, Ltd., Jardine's Board Room, 12 noon.
British Economic Mission Dinner, Peninsula Hotel, 7.45 p.m.
Chess: Kowloon Chess Club Championship, C. M. Squaw v. J. W. Randall, Lieut. Com. Pigott v. B. B. Jackson, J. N. de Silva v. T. G. Stokes, H. Bush v. A. J. Birukoff.
Ten Dance: H.K. Hotel, 8.30 p.m.
Dinner Dances: H.K. Hotel and Peninsula Hotel, 8.30 p.m.
Golf: Third Round of Ladies' Captain Cup.
Lawn Tennis: Open Singles: Ng Se Kwong v. A. O. Johnson, D. J. Valentine v. Capt. E. C. Etherington; Open Doubles: G. A. Norrington and E. A. da Rocha v. E. T. E. Nash and Surg. Lieut. C. B. Nicholson, Ho Wai Hing and Lu Tak Lam v. Chan So and Wong Shiu Wing, Luk Kung Cheong and Luk Ding Cheong v. D. L. Proffitt and H. R. Forsyth, A. H. Rumbold and A. H. Madar v. C. E. Holmes and D. B. Evans.
Saturday, (February 28.)
Queen's Theatre: "Blackmail."
Star Theatre: "Ben Hur."
World Theatre: "Hung Lin Tai."
Part 16 (Chinese picture).
Annual Meeting, Hong Kong and Shanghai Banking Corporation, City Hall, 11.30 a.m.
Annual Concert and Dance, Eliot Hall, 8 p.m.
Cricket: Division I: University v. Hon. Kong C.C. (L), Kowloon C.C. v. Royal Artillery (L), Division II: Indian R.C. v. Kowloon (L), Hong Kong C.C. v. Royal Engineers (L), Rovers v. Police (P).

DISCIPLINE IN THE BRITISH NAVY.

AS GOOD IF NOT BETTER THAN EVER.

MORE INTELLIGENT MEN AND FEWER MARTINETS.

A recent incident on board one of H.M. ships attracted very much more attention than it was worth in the light of its true significance, writes Sir Herbert Russell in the *Naval and Military Record*. But let me say that now, for I think it wants saying. There is unquestionably an element in the lower-deck to-day which thinks that the principles of democracy should be much more widely applied. This element probably feels that a Labour Government is likely to sympathise in such a view. The present Government is the champion of the working classes; why not of the lower-deck? What a trade unionist may do with impunity is a penal offence in a lower-deck rating. In fairness to the political members of the Admiralty it must be admitted that they have never encouraged this idea, and, indeed, I am pretty sure they would not countenance it. But the idea certainly exists in the element to which I am referring. That it is but a very small element indeed I am confident. But we all know what a discordant note even a tiny minority can sound, and, unfortunately, such a note is generally mistaken for the echo of a sentiment very much more general than it really is.

Discipline and Efficiency.
Discipline is the elementary and essential basis of all military organization. Without it any fighting force is a mere armed rabble. Unquestioning obedience to orders alone renders command and leadership possible. Many disasters could have been averted by discipline on the part of those who regarded the orders as impracticable—the Balclutha Charge and the loss of the Victoria, for example. But to admit the principle that because an order seems impracticable it is impracticable and therefore may be disregarded never has been and never can be tolerated. In the past discipline in the Navy was maintained chiefly by fear. The cat, keel-hauling, marooning, and the like were penalties which men shrank from incurring in the pursuit of what they held to be their rights or in any form of protest against their wrongs. There still exists a pretty stern code of penalties for indiscipline in the Navy. But discipline is no longer maintained by fear. It is voluntarily accepted from perception of its necessity. Better education on the part of the men and a much more enlightened spirit generally brought about this change. And, of course, the Navy has moved with the times; even within my memory and experience things were done, unheeded outside, which would cause a pretty outcry to-day. We now have in the lower-deck a type of men capable of thinking out things which bygone generations were forced to accept without understanding. The voluntary service man of to-day accepts discipline because he quite understands that it is the *alpha* and *omega* of fighting efficiency. The German Navy was so formidable because it was so highly disciplined; the Russian Navy was so hopeless because it was so indisciplined.

The American Navy.
A so-called democratic Navy is an anomaly. Democracy and militarism are contradictory terms. The United States has probably come near to combining the contradiction than any other great sea power, but of late years a very marked change has come over the American Navy in this respect. Thirty years ago I was on board H.M.S. *Ariadne* at Portland when a boat from an American cruiser in the Roads came alongside. The officer who was steering called out "Way enough!" Immediately a shrill-voiced "stroke" or "cried" out, "No, no, boys! She won't fetch, 'lo-tenant! Give her some more beef!" Most of the men went on pulling; some laughed and lay on their oars. I do not think you would see such an undignified exhibition to-day in an American naval boat going alongside a foreign warship.

But the spectacular side of discipline—such as we see to perfection on a Guards' parade ground—is merely an external expression of that quality. The sea Service, at any rate, has no need for what still call "Potadamim." I think it is true to say that the essence of discipline is *morale*. What is popularly known as a "happy ship" is inevitably a ship in which discipline is good—the sort of discipline, that is to say, upon which fighting efficiency depends. For discipline is a term which lends itself to qualification. That jolly old post captain who always ordered the last man down from aloft to be flogged had a queer notion of effecting obedience to orders. Nigger-driving is not discipline. In any community of men there is a certain proportion of "hard cases." If the morale of a ship's company is good the hard cases make no impression upon it. Under a system of discipline by repression they would probably make plenty of converts to their own resentment of authority.

(Continued on Page 4.)

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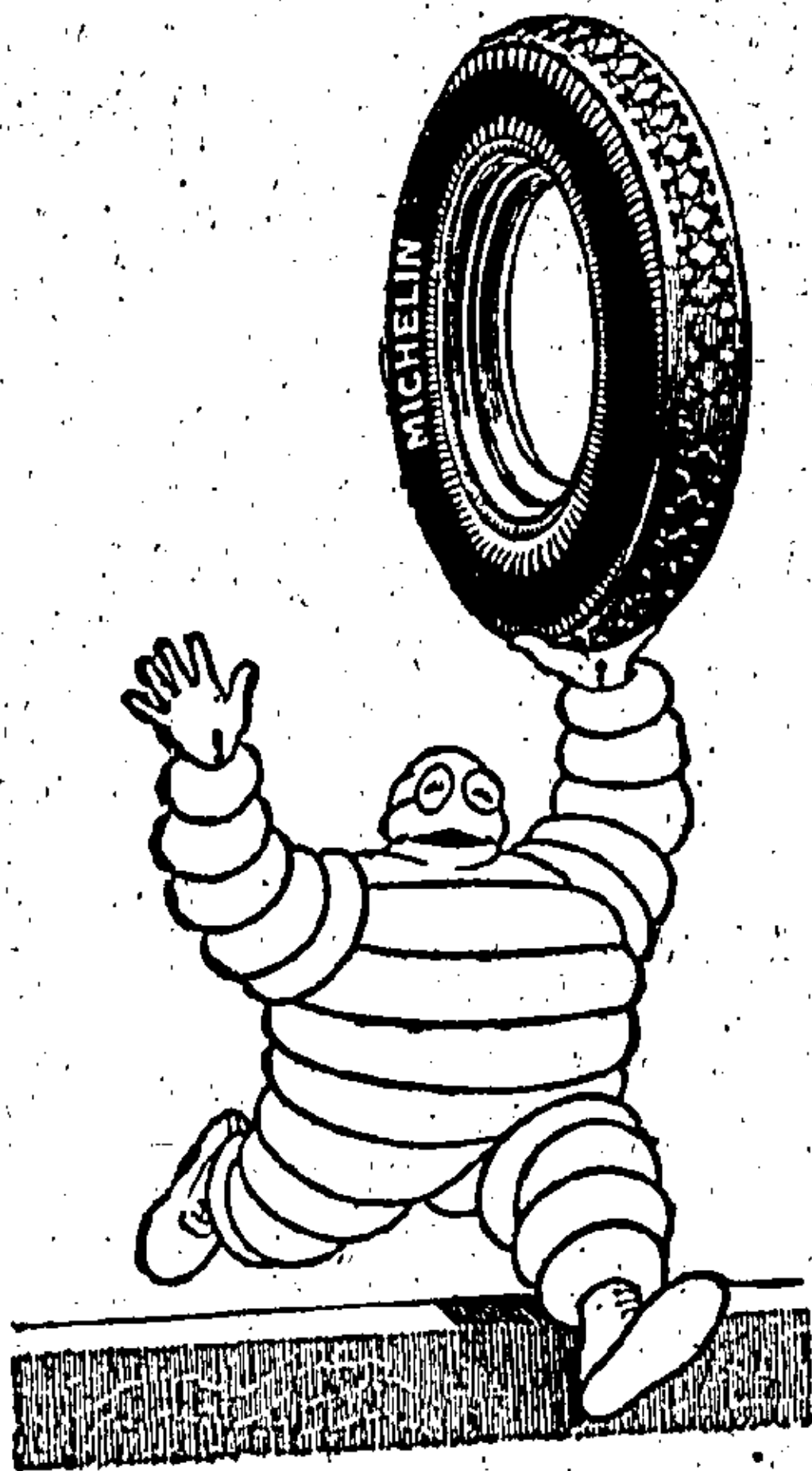
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MOTOR NOTES.

MOTOR NOTES FROM GREAT BRITAIN.

COMPULSORY FITTING OF SAFETY GLASS.

[FROM A LONDON CORRESPONDENT.]

A WELCOME INNOVATION.

Among the new motor regulations resulting from the Road Traffic Act, none will give more satisfaction to motorists generally than the clause dealing with the compulsory fitting of safety glass. Although it does not come into force until January 1932, the new regulation is already having its effect and, in addition to those private car manufacturers who have not already standardised such glass in all their models, corporations and other large passenger undertakings are arranging for all new vehicles put on the road from now onwards to be so equipped.

These happenings have naturally had their effect on the money market. Triplex shares, for instance, have experienced a sharp rise which is likely to be even more marked when the new regulation actually comes into force, for this actually is the pioneer in this particular industry.

IN KEEPING WITH THE TIMES.

On the subject of standardising safety glass it is interesting to observe the claim of the Riley Co. that their very successful Nine was the first car to have Triplex glass standardised without extra charge. Just as its twin-cylinder prototype came back in 1907 was the first car in the world to have detachable wire wheels as standard equipment.

This firm has undoubtedly received a number of new adherents to its ranks as a direct result of the prevailing world economic depression. People, who in more prosperous times would be using large chauffeur-driven types of car, are now being attracted towards medium-priced models, costing less to buy and less to run, which they can look after themselves. Such motorists are particularly attracted by cars having definite pretensions to distinction in appearance, performance and comfort, to which class the Riley Nine, Stelio and Alpine Six essentially belong.

SUNSHINE IN EUROPE.

More people than ever are seeking the sunny shores of the Mediterranean this year to escape from the grey skies of the North and are adopting the road as the more attractive means for reaching their destination. Undoubtedly the discomforts and fatigue of the railway journey down to the French or Italian Riviera have in the past deterred many from going at all.

Nowadays the fortunate traveller can journey south by the Daimlerways service, for example, covering the distance by leisurely daily runs which afford an opportunity for seeing the many interesting places en route. The modern Daimler deluxe coaches employed under such conditions of the journey, instead of being a burden, become a delightful experience from which all the ordinary inconveniences of travel are eliminated.

Although considerable progress in road improvement has been made during the last year or two, the roads of Central Europe are still, for the most part very trying, particularly in the country districts. This was evidently fully recognised by the Automobile and Touring Club of Greece when it presented Mrs. Hall-Brown, the novelist, with a certificate in connection with her drive from Athens to Athens in a 16 h.p. Sunbeam some time back. Incidentally, the first of the new models of this type to be fitted with an enclosed limousine body has just been supplied to a prominent resident in Athens.

AN AID TO EFFICIENCY.

To-day every progressive garage and service station should be in a position to carry out tests on every section of the electrical equipment fitted to motor vehicles. For this purpose home-made testing devices are most inadvisable as they are apt to lead to inaccuracies and loss of confidence on the part of customers.

The first complete British Test Bench has been put on the market by Newtons of Taunton and is a very compact and self-contained equipment. Briefly, it consists of a variable speed a.c. or d.c. motor, with special coupling unit and vice, which will hold the units to the engine, and a device for testing the speed of the motor, rotary spark gap for ignition tests, contact breaker and various instruments. It undoubtedly constitutes a great aid to garage efficiency.

AT BUENOS AIRES.

Realising the possibilities existing in South America, the British motor industry will be well represented at the forthcoming Exhibition at Buenos Aires, where a number of private car and commercial vehicle manufacturers will display their products.

Among the private cars a notable exhibit will be a 40/50 h.p. Rolls-Royce fitted with a Thrupp & Moberly sporting cabriolet de ville body, which will undoubtedly appeal to discriminating motorists in the Argentine. The body is finished in black cellulose, set off by fine white lining, and the appearance is enhanced by "believe" type wings, louvred "step" sills and streamlined platform steps for travelling purposes. A special hand-drawn two-valve car, and this necessary blends in remarkably well with the lines of the body. Scammell Lorries are among the commercial vehicle manufacturers who are exhibiting at the British Empire Trade Exhibition, where they will show one of their Pioneer type cross-country 6-wheelers, a 6-ton 4-wheeler and a 5/6-ton Ackerman-steered trailer. They have, of course, already met with considerable success in the Argentine.

A feature of a new 6-wheeler produced by Scammells is the provision of single pneumatic tyres all round. These are low pressure tyres 13.5 section by 20 in diameter and are the largest tyres in the world. The cushioning effect of these tyres is said to be considerably better than in the case of the twin high-pressure previously fitted, while the road adhesive properties are materially increased.

OPTIONAL FRONT WHEEL DRIVE.

Most transport users are familiar with the limitations of rear-wheel-driven vehicles when operating over bad roads, soft ground or snow and under such conditions all wheels should be put in motion. On hard roads at high speeds now in force to-day however, front wheel drive is not required and, in fact, is a disadvantage in steering.

For journeys with varying road conditions, therefore, the ideal vehicle is one in which optional front wheel drive is fitted, so that by its use it can get over the bad sections with full load and thus take the maximum over the whole journey, a high speed being made possible on good surfaces.

In the case of Hardy vehicles, eight forward speeds are provided and the drive is on all wheels whenever road conditions are such that any of the four low gears have to be engaged. The front wheel drive is, however, automatically disconnected, when the gear lever is engaging any of the four high gears.

ADVANTAGES OF THE TROLLEY BUS.

When the question of renewing or superseding existing tramway systems arises, a very powerful case can often be put forward for the electric trolley bus. Compared with the tram there is the saving in track maintenance and renewals, besides the flexibility of the vehicle which enables it to pass obstructions of slow moving traffic and to pick up or set down passengers at the kerb.

In comparison with the petrol bus, starting and acceleration are smoother, there are no jerks due to gear changing, no engine vibration and no fumes. Acceleration and deceleration are more rapid, with a resultant higher service speed in urban districts. Certainly the popularity of this type is increasing steadily and Hanscom, Sims & Jefferies, the pioneers of the modern trolley bus now have fleets of their vehicles running with great success in various towns in Britain, Europe, South Africa, South America and the Far East.

STILL BIGGER LOADS.

The present tendency in road transport operations is towards the conveyances of still heavier loads, by which 12 to 15 tons are to be understood, and to handle these economically large multi-wheeled vehicles are necessary. In designing their latest 3-wheeled steam wagon, however, the Sentinel people have borne in mind the effect these heavier loads would have on the foundations and surface of the roads.

Thus, they broke away entirely from conventional practice and adopted the principle of the oscillating rear bogie, so successfully employed in the Sentinel D.G.S., at the front axle of the 3-wheeler. This method of construction eliminates rebound which is a vital factor in causing road damage and the resultant smooth riding of the vehicle enables higher speeds to be maintained with freedom from chassis distortion and transmission wear on uneven ground.

AUTOMATIC IGNITION.

INTERESTING NEW DEVICE.

More flexible running with a better all-round performance can be ensured from any car if the ignition lever is worked skilfully to ensure that the spark occurs always at the correct moment in the cylinder. A number of cars to-day have an automatic ignition control fitted, but this is not altogether perfect, as it consists of a centrifugal governor which operates solely in relation to engine speed, and there is no provision for the alteration of the firing point dependent upon the load. It has for a long time been known that a certain maximum ignition advance can and should be given to an engine dependent upon the conditions of the load under which it is operating, and if such provision can be made to accommodate these fluctuations, a higher maximum speed, improved acceleration, and greater smoothness of running, combined with reduced petrol consumption, should be obtained.

A control of this sort, it is stated, has now been produced in England. It has the advantage that it is applicable to a wide variety of cars of popular makes. The device is described as being simple in construction, consisting of a minute rubber bellows, within which is a coil spring which normally maintains the bellows in an extended position. Both ends of the bellows are sealed by caps, one being secured to a convenient fixed part of the engine, and serving to carry a pipe connecting the interior of the bellows to the induction pipe; the other, which is free to move endwise within pre-determined limits, connects to one end of a small compensating bar on the distributor timing lever. As the carburettor throttle position is varied by the driver, in accordance with the load, there is a variation in induction manifold depression, and this is communicated to the bellows, which are continually contracted and expanded in accordance with load under which the engine is operated. The effects of these variations in manifold depression are well known to drivers of cars fitted with suction-operated wire-reed wipers. When accelerating or opening the throttle sharply, the wiper will cease to function altogether for a while until the suction increases. With these points in mind, it is easy to imagine how this variation can be applied to the control of the ignition, which, to provide sweet running and best performance, must be advanced and retarded with variations of engine load in addition to being timed in accordance with engine speed.

A car fitted with the new ignition control tested recently demonstrated its ability to thrust down to an idling speed of less than three miles an hour, and yet propel the car without the slightest sign of a jerk, and in response to depression of the accelerator pedal pulled away sweetly and rapidly without any roughness. Improvements in fuel economy are also promised where this device is utilised.

MOTOR TRAMS DISPLACED.

Wigan Corporation is yet another Corporation to favour the substitution of petrol buses for trams. Not only have repeated objections been made from outside sources regarding the noisy operation of the trams and the way in which they restrict other road traffic, but in the Council itself attention has been drawn to the fact that over a period of 6 months have shown a loss of over £4,000, whilst the buses have run with a comfortable margin of profit.

About a year ago, Wigan experimented with its first double-decker, a Leyland Titan, and as a result placed a repeat order and then a second so that the total of the first is now 22 and in the near future buses are likely to replace the trams running outside the Borough boundary.

The experience of the Bourne-mouth Corporation confirms the general opinion that it is only a matter of time before Tramways are entirely supplanted by bus services. Bourne-mouth has a network of tramway service, but some time ago, in response to a growing demand, an alternative express service was inaugurated with a fleet of Thornycroft 6-cylinder buses. These proved an immediate success and after running less than a year a repeat order for 15 similar Thornycrofts was placed with which to increase and extend the present bus services.

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Roadster Sports 4-pass.	2,731-lbs.	495	37	168	720
Roadster Deluxe 4-pass.	2,750-lbs.	590	49	191	830
Tourer ... 5-pass.	2,360-lbs.	510	37	178	776
Coupe (3 window) 2-pass.	2,490-lbs.	535	42	233	810
Coupe (5 window) 2-pass.	2,480-lbs.	545	42	213	821
Coupe Sports ... 4-pass.	2,555-lbs.	575	34	211	820
Coach (2 doors) ... 5-pass.	2,575-lbs.	545	42	233	820
Sedan ... 5-pass.	2,675-lbs.	635	42	243	920
Sedan Special ... 5-pass.	2,715-lbs.	650	44	251	945

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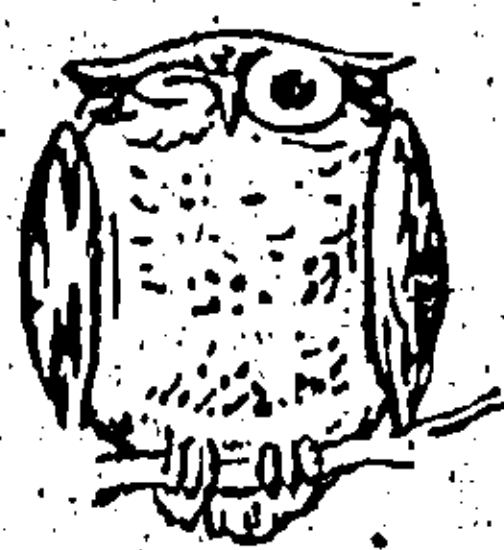
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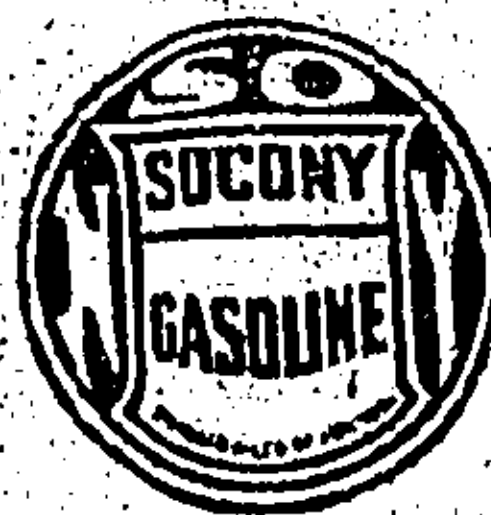
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MOTOR NOTES

NOTES FROM EVERYWHERE.

A PRECAUTION.

If pedestrians could be induced always to bring the feet together before stepping from the footpath the number of accidents would be considerably reduced, says the R.A.C. of Western Australia. The usual practice of stepping on to the roadway without making a momentary pause does not give

time for the eye to observe traffic coming from both directions. But if the feet are brought together the enforced halt gives the eye time to observe and the brain time to locate the position of every vehicle likely to impede progress across the road.

DECARBONISING SIMPLIFIED.

Various means of reducing the trouble of decarbonising internal combustion engines have been devised, among them being slowly feeding in pure peroxide of hydrogen through the carburettor air intake while the engine is running; burning out the carbon with oxygen; softening the carbon with kerosene and blowing it out of the exhaust pipe when the engine is started again; and the use of a new carbon solvent liquid which can be injected into the cylinders and causes the engine automatically to decarbonise itself.

It is stated that the use of a mixture of methylated spirit and castor oil is also effective in this way. The mixture is simply to make, consisting of eight parts of spirit to one of oil, and the best way to treat an engine is to remove half the spark plugs and place about a quarter of a pint of the mixture in each of the cylinders. Then replace the spark plugs and turn the engine a few times, after which it should be left for about four hours. By that time, the carbon in the cylinders treated should be softened, and when the engine is run will be blown out. Then treat the remaining cylinders in the same way. No harm, it is said, will follow even if some of the mixture succeeds in passing the piston rings and mixing with the lubricating oil, as the spirit will evaporate as soon as the engine warms up.

ROYAL AUTOMOBILE CLUB.

The fifth annual report of the Royal Automobile Club of Australia has been sent to members. During the year which ended on October 30, 1930, 51 meetings were held by the various committees of the club. Messrs. W. J. Bennett, H. C. Hughes, J. V. Macken, G. L. Merivale, H. Y. Russell, and A. E. Wallis, all retiring members, (Continued on next column.)

SPEED COPS.

AND JUVENILE AMBITIONS.

[BY A CORRESPONDENT.]

Like many motorists, I have a small boy. At various periods he has been inspired by the following passionate ambitions: to be a missionary (eloquent preacher in school chapel describing hero being spared by blacks, with a Bible clasped to his breast); to be a C.I.D. man (discovered my Edgar Wallace shelf); to be an I.A.F. pilot (Schneider Cup). Like all small boys he asks a host of thorny questions.

A few days ago, a chance question deflected his juvenile ambitions once more. "Daddy, what is a speed cop?" I pondered a moment. "Son, a speed cop is a man who is presented free of charge with a fast motor cycle by his grateful country. All his riding expenses are paid. He receives a handsome salary for riding it. He can go as fast as he likes. No speed restriction exists for him."

Quick as thought came the answer. "Daddy, I don't think I want to go to Cranwell after all. I should like to be a speed cop."

I received his proposals favourably. As a journalist I could derive lots of copy from first-hand information about the speed cop

(Continued on next column.)

and K. P. Bath have been nominated for election to the general committee of the club.

Great interest is being shown in the opening contest for members of the Royal Automobile Club of Australia, which will be held in March next. More than 100 inquiries have been received by club officials as to the nature of the contest, which, however, the club cannot state at present. Probably it will be a one-day contest, but an announcement will be made as soon as possible. Many of the inquiries have been from members who have not previously taken part in club fixtures, while several of the older competitors have stated that they will again compete this year.

organisation. As an habitual offender against all motoring laws it might prove helpful to have a cop in the family. I should always have a friend at court in emergencies, and might elicit information available for a gently blackmailing myself out of jail. A knowledge of the haunts and methods of speed cops might enable me to sidestep trouble. On the other hand, by the time this embryo speed cop becomes a cock speed cop, I shall be so ga-ga that an electric bath chair will be all I could dare to drive. On second thoughts I must once more deflect my son's ambitions. For on mature reflection it is clear that despite superficial attractions the lot of a speed cop is not likely to be happy.

In the Public Eye.

For example, if I commit a driving offence, such as clashing my gears in Piccadilly Circus, a passing blush represents my maximum penalty. Noddy knows who I am; I can pass on and forget. But a speed cop, like a bank in a public school, or a school in a public school, or a school in a public school, is the acknowledged enemy of all mankind, and lives in the limelight. His every slip is remembered and exaggerated.

I have often thought how frightful it must be to be a bishop. I am not thinking only of chiefly of the misery of living in an apron and gaiters, or of wearing drift breeches on a hat which is already sufficiently ridiculous. But imagine how frightful it must be to remember only to say "Tut!" if a porter at Euston trundles a truck over your toe, or to loaf about waiting for a train with your throat in a Sahara condition outside an open bar thronged with luscious, thirsty souls, and not to be able to step inside for half a pint!

The life of the speed cop has obvious compensations. He gets a fast bike or car for nothing. All his expenses are paid. He can drive it flat out whenever the mood takes him; and if anybody complains or reports him he can always say that a figure in a passing Bentley appeared to correspond with the description of some smash-and-grab fellow circulated so all stations for arrest.

On the other hand, when he is thirsty he dare not enter licensed premises. He dare not even keep a case under the stairs in his own home. His home liquor must be limited to tea, coffee, cocoa, Ovaltine, and lime juice. When thirsty on the road he must frequent tea shops and sip his beverage amongst old ladies instead of striding boldly into a bar to converse with his own sex.

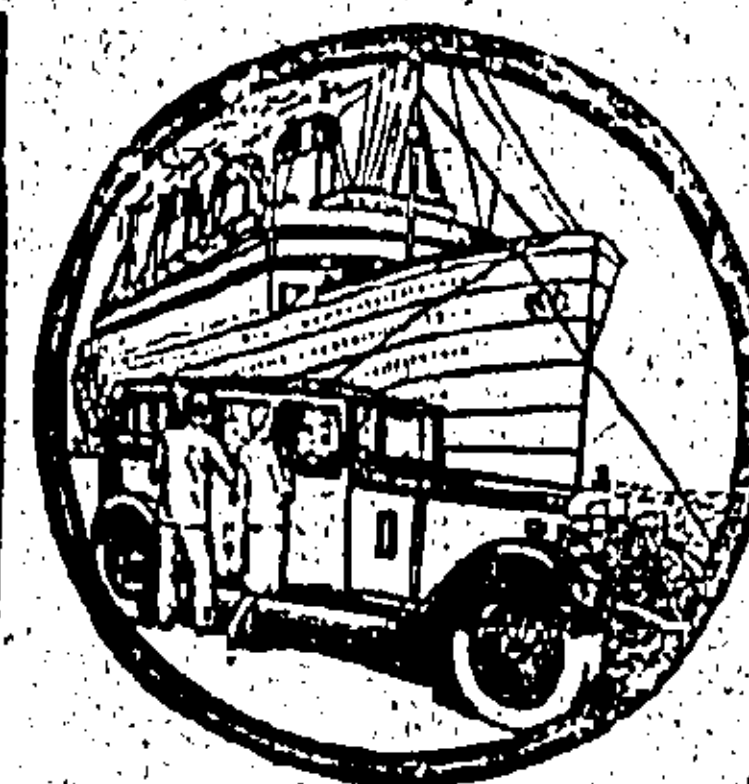
It will be part of his duty to arrest or to summons most of the important residents in his own neighbourhood, so that within a year or so he will be unable to attend local functions, or even to walk down his own street, without becoming the target of malevolent glances. Alternatively, if he shrinks from the mass hatred that is inevitably involved in fidelity to his trust, he may be reduced to the ranks and issued with a pair of the awful boots which the ordinary constable is condemned to wear; and his duties will consist of keeping point duty in snowy weather, or calling to enquire why it is that Mr. Jones has not renewed his dog licence punctually.

In the Land of Milk and Honey.

The men who are sufficiently racydermatous to survive the strain of such an existence till they reach a pensionable age will at length reap a tardy reward. Many ex-policemen take over an inn when they retire. About 1900 many of the present-day speed cops will be found as hosts of pleasant rural inns far from the county in which their early tribulations were faced. The next generation will drop in for a pint and hear a stoutish, grey-haired landlord discoursing something as follows:

"I was talking to the chief when an eight-litre Bentley flashed through at ninety. 'Get that guy!' snapped the chief. 'A kick and a leap, and I was flat down on the saddle of my 100 m.p.h. O.L.C. The guy opened right out when he heard the roar of my engine; but he knew he was beat, and seven miles on he slowed."

My son has just looked in to ask whether all speed cops drive supercharged Lea-Francis sports cars, like the one who has just gone up the road. I must take him to the next R.A.F. pagant at Hendon.



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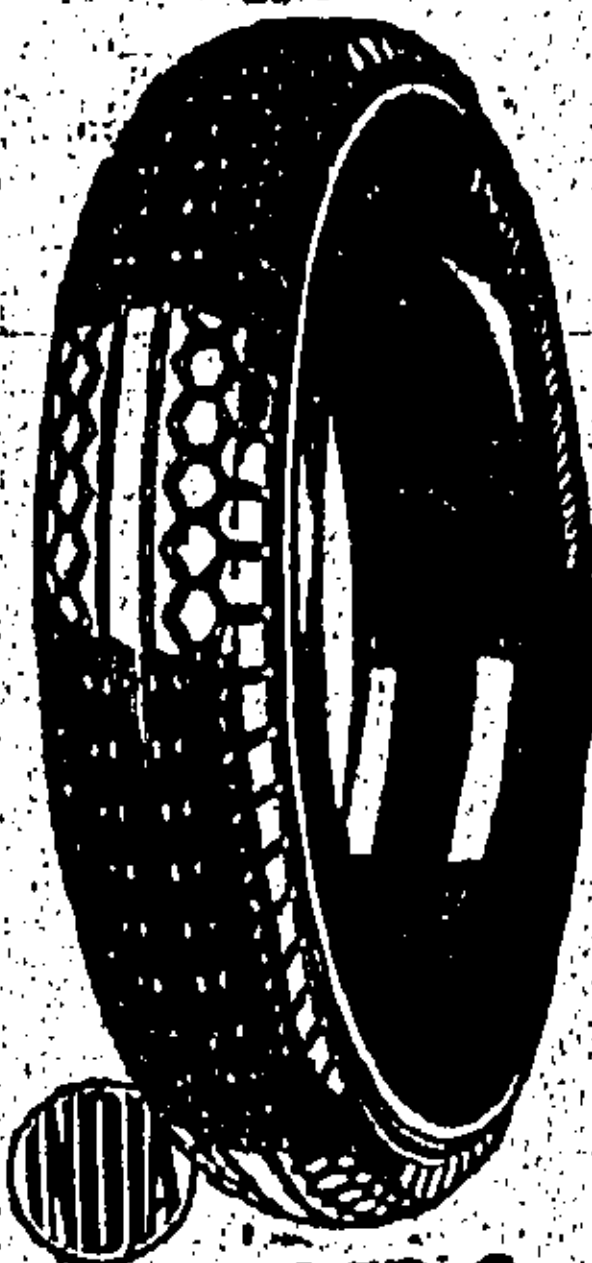
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THE TRIAL OF ALFRED ARTHUR ROUSE. THE POLICEMAN WHO EXAMINED THE CAR. HOW THE TELL-TALE MALLET WAS FOUND.

The first witnesses for the Crown in the trial of Alfred Rouse, before Mr. Justice Talbot at Northampton Assizes, for the murder of an unknown man, by placing him in an unconscious state in a blazing car, were the men who saw Rouse near the scene of the tragedy and the policeman who was called to the scene.

Counsel in the case:—For the Crown, Mr. Norman Birkett, K.C., and Mr. R. Elwes; for Rouse, Mr. D. L. Finmore and Mr. A. P. Marshall; for the witness known as the "mystery woman," Mr. Sidney R. Campion.

The Evidence.
Alfred Thomas Rouse, case-repairer, of Coldstream-lane, Hardington, said that early on the morning of November 8 he was returning from a dance with a companion named Bailey. When they reached Hardington-lane they noticed a glare. They then saw a man climb out of a ditch. He was wearing a dark mackintosh and no hat, and was carrying a case. The man said nothing as he passed. After he had passed Bailey said, "What is the line?" and the man replied, "It looks as if somebody has got a bonfire up there."

The man was Rouse. Farther down the road they found the car burning and notified the police. Rouse had gone 15 or 20 yards past them when he turned round and shouted about a bonfire.

Mr. Finmore (cross-examining): No doubt that struck you as being strange? Well, when a man passes one and does not speak and then shouts like that it does seem strange.

Brown added that he turned round and looked at Rouse because it seemed very strange to see a respectable dressed man without any hat. It was not usual to see a well dressed man coming out of a ditch at that time of the morning.

William Ernest Hendley Bailey, of Coldstream-lane, Hardington, also described the incident.

Police-constable H. E. Copping, of the Northamptonshire Constabulary, stationed at Hardington, said he went with Brown to the spot where the car was burning. The flames appeared to be all over the body of the car except the bonnet. When they were extinguished the car had been almost completely burnt out. The charred remains of the man were lying face downwards, the head being on the driver's seat. He described the various articles found among the debris.

Heel of a Woman's Shoe.
Mr. Birkett handed to him the charred heel of a woman's shoe. It was so much burnt that it was kept in a box while it was being passed round the jury, otherwise it would have crumbled to pieces.

Copping said that he found the heel on the grass verge about 100 yards from the car. It was in line with the driver's seat. He found the cap of the petrol can in the back seat behind the driver. Among the debris were two brass buckles, a belt buckle, a portion of a brass screw cap for the union. The mallet was about 14 yards from the front of the car. Judging by the impression in the grass, it had not been there long. Sergeant Harris pointed out to him some hairs sticking to the end of the mallet. He took the mallet to his lodgings and later to Angel-lane police station. During the time it was in his custody he kept it covered to preserve the hairs as he had found it.

In cross-examination by Mr. Finmore, Copping agreed that in the police court he said that the bonnet of the car was fastened down on both sides, while he now believed it was only clipped down on one side. It might have been possible for someone to have meddled with the car while it was on the roadside before the photographs were taken.

Mr. Finmore asked whether parts of the car had been moved. Copping said that he would not have allowed anyone to interfere with the debris. He agreed, however, when various photographs were handed to him that they showed that certain parts had been moved from one place to another. That might have been done while he was searching among the ashes. He certainly saw someone taking photographs, and he understood that they were being taken for official purposes and that, for that reason, the photographer had a right to touch the debris.

Mr. Finmore pressed the witness on this point, and he agreed that when the photographs were taken he did not attach a great deal of importance to the position of the car because he had no idea that a charge of murder was likely to be made against anyone.

Sergeant Harris said that he found two brass adjusters and the mallet in the grass 14 yards from where the car had stood. He noticed what appeared to be hairs on one end of the mallet. The handle was dirty, as though it had been gripped by someone with black hands.

Mr. Justice Talbot examined the mallet closely, and then passed it to Sergeant Harris.

Mr. Birkett asked if the Mallet was still in the same state as when it was found. Sergeant Harris: No, the handle was even blacker than it is now.

Before the Court adjourned Mr. Justice Talbot said that he should go to Leicester on Thursday, and asked how long the case was likely to last. "On no account must the evidence be hurried," he added.

Mr. Finmore said that it would be unsafe to count upon it ending by a reasonable hour on Thursday.

Mr. Justice Talbot: That is all I wanted to know.

Position of the Body.
Inspector James Lawrence, of the Northamptonshire Police, said that he went to Hardington-lane to the scene of the burning car at 3.30 on the morning of November 8. When he saw it the car was standing about a foot from the grass verge, and about 4.45 it was moved on to the grass verge. The body was lying across the two front seats of the car. The head was in the driver's seat, face downwards, the right leg extended and just outside the car. The left leg was doubled up inside the car underneath the body. The right arm was extended upwards to about the height of the back of the passengers' seat. The back of the seat at that time had fallen away. The left arm was not visible.

Mr. Birkett: Did you notice at all any wheel tracks of the car at the lodge? There was none in front of the car, but the police car was placed at the rear of the burned car, and with the headlights of the police car the wheel tracks of the burned car were plainly visible. They showed that the burned car had been driven from the village of Hardington to where it was burnt out, and stopped on the left hand side of the road about a foot from the grass verge. There was no sign of skid, or brake marks or reverses.

Did you find anything else in the debris?—Yes; at the back of the driver's seat the petrol can standing upright with the screw-stopper and handle at that time missing.

Inspector Lawrence said that it seemed as though the petrol can had stood on the woodwork, and that when that was burned away it dropped to the ground. The inspector went on to describe how on November 7 he went with Superintendent Brumby to Hammer-smith police station and saw Rouse. They told Rouse they had been making inquiries about the car, and that they understood he answered the description of a person seen acting rather suspiciously near Hardington-lane on the main London road. They cautioned him and asked if he wished to give any particulars, and he said he would make a statement. He made a statement, which took about four hours in its compilation.

Mr. Birkett did not read the statement again at this stage, but reminded the jury that he had read it to them on Monday.

Inspector Lawrence said that they took Rouse to Northampton, arriving there about 9.30 on the morning of the 8th. Rouse then had breakfast, and while he was there spoke to him (the inspector).

Cross-examined by Mr. Finmore, Inspector Lawrence said he did not make notes of what he saw when he first visited the scene. He agreed that it was clear that the body was not that of the man who had been sitting in the driver's seat at the time of the fire.

The inspector illustrated the position in which the left leg of the body was by standing on one leg in the witness-box and doubling the other up close to his body.

Mr. Finmore suggested that it might have been the position of a man making a violent attempt to get across to the offside to get out of the car.

Inspector Lawrence: He would not have needed. He could just have turned round.

Mr. Finmore: Is that not the position he would be in?—I don't think so.

DISCIPLINE IN THE BRITISH NAVY.

(Continued from Page 1.)

The "Incidents" of To-day.

What, then, is the meaning of the "incidents" we hear of in the Navy from time to time? In the first place, these incidents receive very much more than their share of publicity and consequently acquire a ludicrously disproportionate degree of significance. It is virtually impossible to eliminate all hardship and cause of grievance and complaint from the sea calling. Our old friend "the exigencies of the Service" has an annoying habit of cropping up most inopportunistically, and it is any respector of persons, for all ranks suffer as well as all ratings. The welfare movement, established shortly after the end of the war, is a splendid safety-valve. In comparison with what is asked very little is accomplished, but the most important point is that it creates a medium for representation. This is good, for it is the pent-up sense of grievance which rankles and broods.

Better Education.

That the much better education of the lower-deck has brought a stronger sentiment against arbitrary dominance it is impossible to deny. But then it has also brought a corresponding negation of justification for arbitrary dominance. I believe that, on the whole, the spirit of the service is as good to-day as ever it was, and in some respects, perhaps, better than ever it was, but the "atmosphere" has changed. That there has always been an "understanding" between naval officers and men is a truism, of course, but I think that in the past there was an element of shall I say patronage to the command which has virtually disappeared. In the end, the whole question of discipline is largely determined by the quality of "fitness to command." One officer will get perfectly cheerful acquiescence in a very annoying little "exigency of the Service" where another would cause a sullen sense of grievance. Human psychology is beyond all rules and regulations, but even the austere and military organization is not above the application of the old truth that one touch of Nature makes the world akin, as Drake knew when he said that he would have the gentlemen haul with the mariners.

VERSAILLES TREATY "IMMORAL."

REMARKABLE BOOK BY
REICHSBANK GOVERNOR.

Berlin, Feb. 18.—Excerpts from a forthcoming book "The End of the Reparations" by the internationally known former governor of the Reichsbank, Dr. Hjalmar Schacht, are being published by the "Berliner Lokal-Anzeiger" which editorially describes the book as a sensational contribution to the reparations question.

In the introductory chapter Dr. Schacht points out that the Versailles treaty could not be regarded as a treaty in the real sense and meaning of the word as Germany signed it only under duress and that it was not in accordance with President Wilson's Fourteen Points, to which the Allies had pledged themselves only to bind and gag Germany and impose upon her heavy war-tributes which were but thinly veiled as "reparation." Dr. Schacht further declares that the Versailles treaty was immoral and infamous and that immoral treaties never lasted for any length of time as "morality is a stronger force than arms and the moral up-shot of Versailles is the violation of a solemn pledge and the defamation of German honour by the biased thesis that Germany alone was responsible for the war. Nobody throughout the world should imagine that Germany will ever forget these facts."

So far nothing is known about the author's ideas regarding the future of the actual reparations problem, his opinions in this respect being awaited with keen interest especially in view of the fact that he not only was the head of the German delegation of experts at the Young Plan negotiations but also recently made a prolonged stay in the United States where, though only as a private individual he had many conversations with leading financiers and politicians. It may be pointed out that since his resignation as governor of the Reichsbank Dr. Schacht had and still has no connections whatever with the German Government or with any official organ.

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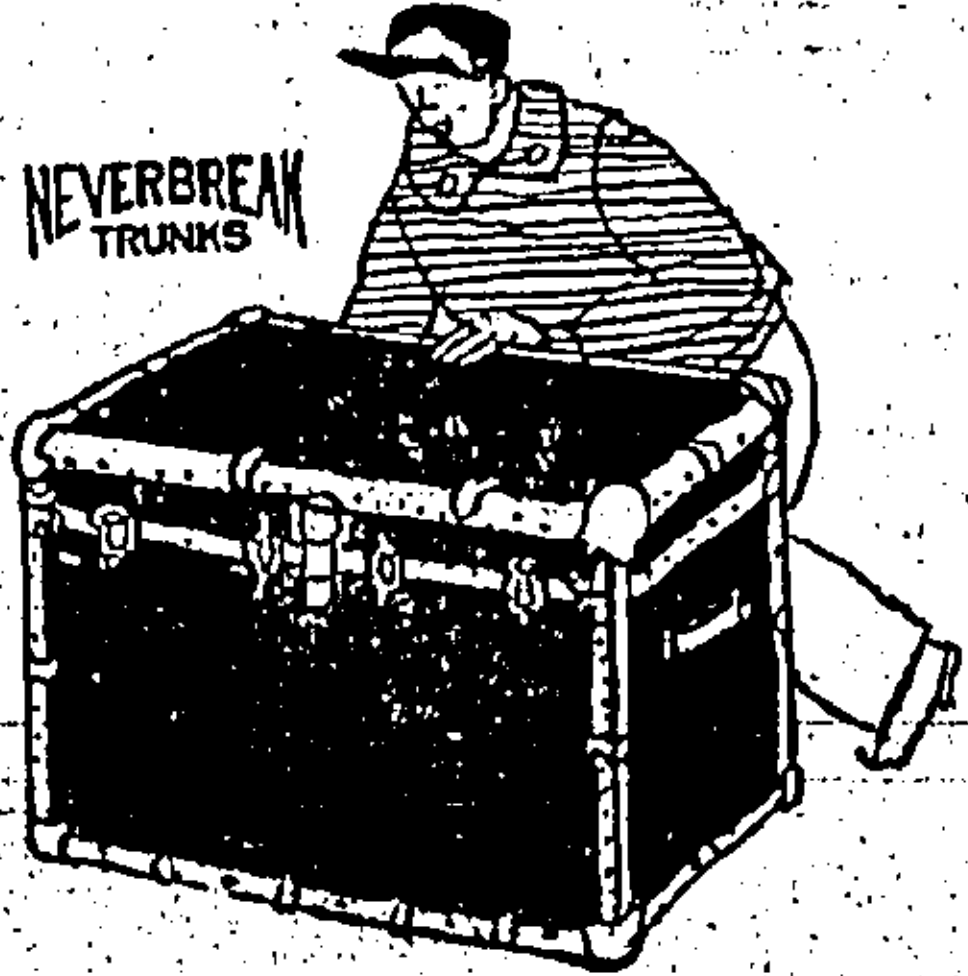
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FIRST FLOOR SHOWROOMS.

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HONG KONG.

BALANCE IN COMMERCE

MEMBER OF BRITISH ECONOMIC MISSION
AT ROTARY CLUB LUNCHEON.

THE AGRICULTURIST AND THE PARASITES: ONE
REASON FOR CHEAP LABOUR.

A very interesting talk on "Balance in Commerce" was delivered by Lieut.-Col. R. K. Morcom, C.B.E., a member of the British Economic Mission, at the Rotary Club luncheon yesterday, held at Messrs. Lane, Crawford's Restaurant.

Lieut.-Col. Morcom pointed out that the engineer was too often blamed for foisting on the world the monsters of industrialisation. The engineer's primary object was to save labour but it was others who assumed that their primary use was to increase output.

The speaker in the course of his address said that cheap labourers, men, women and children, sought employment in eastern factories, largely to escape from the thrall of agriculture. The women were better off in the factories than in the fields, the children were much better with their mothers than left alone in the streets.

"TINKERING WITH POLITICAL SECCOTINE."

The chairman announced that new members of the Club were Rotarian J. W. Bundred and Rotarian Alfred Morris. He welcomed Messrs. J. L. Edmondson, Joseph Wild, George Green and F. A. Barnes, members of the Economic Mission, and Mr. B. R. Worth, of the General Electric Company, a non-Rotarian visitor.

In introducing the speaker, Lieut.-Col. R. K. Morcom, C.B.E., the chairman said that he was a director of Lloyd's Bank, a director of Messrs. Bellis and Morcom, Ltd., and chairman of the British Electrical and Allied Manufacturers Association. He served with distinction during the war.

Speaking on the subject of "Balance in Commerce," Lieut.-Col. Morcom said:—

Mr. Chairman and assembled Rotarians:—Having had the privilege of picking the brains of so many of these present, I have come to the conclusion that it is not an engineer that you have asked me to address you, but as a member of an economic mission. I do not know exactly what is a suitable subject for a post-tiffinal address but I have a fair idea of what is not.

"In Vino Veritas."

For instance, the effect of the diversity factor on the price of electric supplies, or the use of high superheat on shipboard would be much too indigestible. Experience shows me that what you really like is some soothing subject, such as "Thoughts on Present Discontents," or "Trade Depression." (Laughter.) There is another reason for avoiding an engineering topic. There are times when engineers are extolled as benefactors of mankind, but in the state of mental clarity which usually follows a heavy lunch, I do not think that idea would be accepted. As the proverb says in *vino*, or beer, or whisky, as the case may be, *veritas*.

Let it be confessed here that the engineer is the real villain of the piece. Without him, we should still be living in the good old days of flint arrows, homespun, carts and coaches. He has replaced these by destructive armaments, mass produced textiles, lorries and liners. Einstein would tell you that if a body is in swift motion, its dimensions are no longer constant, but are reduced in the direction of motion. So engineers, by speeding up the processes of humanity, have so reduced the size of the economic world that nations jostle one another, and what were simple affairs of family or clan take on an international aspect. Had it not been for this speeding up you would not be plagued by economic missions. In fact, most of you would not be here at all.

But that is not the end of the indictment, for it was the engineers who foisted on the world their Frankenstein's monster of industrialisation. Under the tender care of capitalists and their attendant artisans, the monster has grown to such huge dimensions that his rampaging becomes more and more difficult to control.

I do not think that the engineer should get all the blame for he primarily made his machines to save labour; it was others who assumed that their primary use was to increase output, and it is this fundamental misconception which causes the economist to spend so much time trying to square the vicious circle.

Why?

In our daily life we are so taken up with how, when and where, that "why" is often squeezed out of our calculations. Why do we over-produce or under-consume? Why, even, should we buy or sell at all are vital questions, but by 99 per cent. of those concerned are regarded as merely of academic interest. This neglect of "why" is responsible for much of the current loose thinking and neglect of fundamental truths.

We even forget that Man is an animal who, before he can do anything else, must eat, so that the essential worker is the agriculturalist. Governments, traders, industrialists and industrial workers are merely parasites on agriculture. All the parasites need feeding, and the whole complicated structure of civilisation is devised to ensure their food supply and to enable them to eat it in comfort, variety and security. In return the parasites must render service to the farmer by lightening his labour, by transporting his surplus, by supplying him with clothes, utensils and other amenities, and generally raising his standard of living.

I am afraid that industrial workers the world over are so busy killing other people parasites that they forget to apply the epithet to themselves. Yet, when your British workman clamours for his cheap tea table or his cheap rice pudding, he is directly encouraging under-payment in ten and rice producing countries. We may deplore cheap labour or child labour in other countries, but that does not stop us from buying a cheap pair of Japanese socks, or a cheap piece of Chinese silk, thereby giving tacit consent to the very conditions we deprecate. And it is not to the point to cast the blame on greedy employers.

Thrall of Agriculture.

Cheap labourers, men, women and children, seek employment in eastern factories, largely to escape from the thrall of agriculture, a direct result of the cheap food demand of organised industry. The women are better off in the factories than in the fields, the children are much better with their mothers than left alone in the streets. In fact, the mothers would probably go on strike if they could not have their children with them.

If there are abuses, then given a chance, public opinion will be a sure cure, for I am a great believer in the force of public opinion, and see in its steady improvement the clearest working of what Tennyson calls the "one unceasing purpose." I maintain that public opinion has done more towards human betterment and more towards humane legislation than all the trades unions in the world. It is even arguable that agitation, by provoking antagonism, has speeded up the process of evolution. The true function of organised labour is often obscured by accepting surmise instead of fact. For instance, good employers of labour do not fear the competition of bad employers, and do not ask the help of the trades unions in that competition. They welcome the trades union because they see in them the best chance of securing co-operation with their workmen, in the interests of humanity and efficiency.

This brings me to another fundamental point, too often forgotten, that all industry and not merely a section of it, has but one end, and that is to raise the standard of living for the whole world, and not only for itself. It has been urged that this oneness of industry could be better realised by admission of employees to the councils of the employers, and I would suggest as even more likely to do good the

admission of employees to the councils of the trades unions. Their presence might be a wholesome corrective to loose thinking and precipitate action.

Utopia.

But, granted that our truest endeavours must be towards a steady improvement of industrial conditions, we shall find that to ensure it, a very delicate adjustment correctly made produces commercial balance. I suppose perfect balance could only exist in Utopia. There, agriculture would produce just what the world required in adequate supply. Trade and communications would be such as to distribute that supply equitably. Finance would maintain a credit system neatly adjusted to the needs of trade and distribution. Labour would be so trained as to find full employment and the flow of recruits to its ranks would be so controlled as to be absorbed in reasoned evolution.

Twenty years ago, after a cycle of increasing prosperity, the world seemed ready to commercial balance than ever before and more harm was done by the Great War in disturbing the balance than by all the waste and destruction of actual warfare. Labour was dislocated, first by the call to the armies, then by diversion of production to those industries which war conditions demanded. Men changed their trades to suit the changed conditions and the trend of recruitment made the change more lasting. The means of production were re-applied and extended, and the resultant re-capitalisation made this derangement permanent.

Finally, finance was mobilised, and in the process many unsound methods were adopted, and much re-distribution took place. The balance was destroyed, the complicated fabric of industry fell to the ground, and all our endeavours have so far failed to set Humpty Dumpty up again.

Turning the Blind Eye.

We are too inclined to discuss our difficulties as if they had some quite different cause, but it really looks as though, once again, we were turning a blind eye on a fundamental fact. Politicians and financiers, by one expedient or another, have tried to moderate the shock, only to find themselves faced by increasingly difficult problems. Labour is still misapplied, overproduction is rife in the inflated trades, all the world still tries to make and sell the same things regardless of natural development or appropriate enterprise. What we should do is to face the music and start restoring balance rather than tinkering away with political seccotine. We must weed out unwanted producers, cut out superfluous capitalisation, apply labour reasonably rather than speculatively, and adjust the uneven rewards in the ranks of labour itself, in particular by improving the reward of agriculture. Unless we do, crisis will follow crisis, and catastrophe will follow catastrophe in ever increasing waves.

It is to the economist we should look for guidance in these hard times. If economic science is a science at all, which I sometimes doubt, it is the science of commercial balance. I cannot help feeling that, like us, traders and workers, they too are somewhat shaky on fundamentals. Their pursuit of the gold standard is as full of adventure as the pursuit of the Golden Fleece. The cloud with the silver lining still hangs over the East, obscuring the rising sun.

As an engineer, I often wonder if their gold standard is "much better" than our old standard of power, "the work of one horse," before we put it into scientific shape.

I often feel that economists forget that they are dealing in a dynamic, and not a static, science, that their quantities are mostly vectors, and as such, only obey the laws of simple arithmetic in exceptional cases.

Occasional phrases, such as "lag of retail prices," or "speed of circulation," show some realisation of facts, but generally they seem to me to be still back of two and two make four. They forget that if two and two happen to be in opposition, they will make just nothing. They tell us that if we send out one thousand pounds worth of goods, in due course we shall get one thousand pounds worth back. But how will that profit us if, in the meantime, we have died or become bankrupt?

Let us pray for an economic Joule or Kelvin to put their science among the sciences. Then the maintenance of commercial balance will be more easy of achievement.

In expressing thanks to the speaker, Rotarian Robertson said that he agreed with what Lieut.-Col. Morcom had said in the opening part of his address with regard to the necessity for clear thinking. With regard to the position of economic science, he did not think that economists could produce an exact science, or claim to do so, as the material on which they worked was constantly moving and changing.

Lieut.-Col. Morcom announced that there would be no meeting of the Club next Tuesday. The next meeting, he said, would be on Tuesday fortnight.

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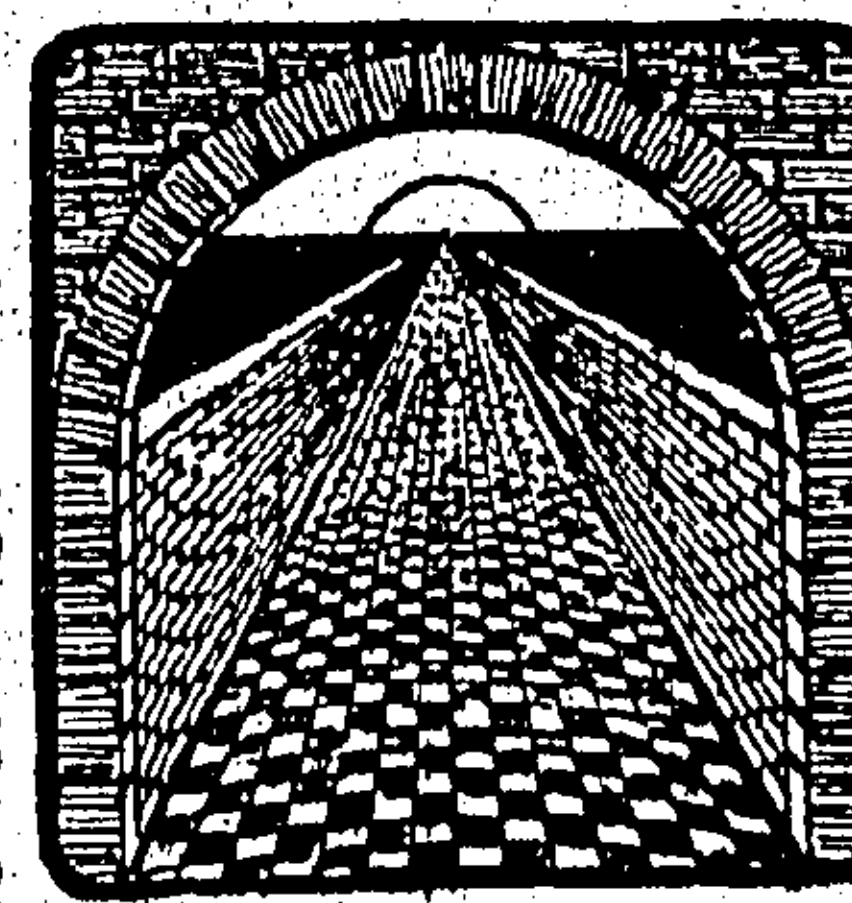
Delivered to Bowen Road and Lower Levels, \$22.00

per ton.

Delivered to Pokfulam Road, \$24.00

per ton.

Delivered to Kowloon, \$20.00 per ton.



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COMPANY MEETING.

HUMPHREYS ESTATE & FINANCE CO., LTD.

A PROFITABLE YEAR.

The annual general meeting of Humphreys Estate and Finance Co., Ltd., was held in the Hong Kong Hotel yesterday, when Mr. Henry Humphreys occupied the chair. Others present were:—The Hon. Mr. C. Gordon Mackie, Mr. J. H. Taggart, Mr. J. Scott Harston, Mr. J. M. Alves (Directors), Mr. J. L. Quie (Secretary), and Messrs. J. D. Humphreys, C. Bernard Brown, F. Austin and D. E. Clark (shareholders).

Chairman's Speech. Addressing the meeting, the Chairman said:—

The profit is some \$19,000 better than last year, but nearly \$14,000 of this is accounted for by appropriating the balance at credit of reserve for share defections after paying for all expenses and satisfying all claims.

I may mention here that we now have a half yearly audit of the share register and transfers, which accounts for the increase of \$400 under the heading of auditors' fees.

Turning to the balance sheet the amount invested in land and buildings has increased by \$89,875.31 representing further expenditure on the four new flats and ten garages at May Road. On the liabilities side, special repairs and renewals account has been reduced by \$6,041.20. We propose transferring \$10,783.16 to this account bringing it up to \$29,000.

You will notice that the overdraft with bankers is approximately a lakh and a half more than last year, and this was one factor that prompted your directors to call an extraordinary general meeting of

shareholders on December 29 last to sanction an increase in capital. The capital of the Company was last increased as long ago as 1904, and you will, no doubt, have observed that against our capital of a million and a half, we have \$2,700,000 invested in property. Apart from this your directors considered the time opportune to take advantage of the money market, and we do not anticipate any difficulty in maintaining the usual dividend of 8 per cent. on the increased capital, which will rank for dividend as from May 1, 1931.

Dividend account has only increased by \$9,059.59 but it has to be borne in mind that our new flats, on May Road, were only revenue producing from July 1 last.

I do not think there is anything further that is for comment. I now beg to propose that the sum of \$193,591.65 available for appropriation, be allocated as follows:—

Pay a dividend of 80 cents per share	\$120,000.00
Transfer to special repairs and renewals account	10,783.15
Transfer to a building improvement account	15,000.00
Carry forward to new profit and loss account	47,758.50
	\$193,591.65

After the accounts have been seconded, I shall be pleased to answer any questions shareholders may wish to put.

Mr. Austin seconded the proposal which was carried unanimously.

Election of Officers.

The Chairman then proposed that Hon. Mr. C. Gordon Mackie, Messrs. J. Scott Harston, J. M. Alves and J. H. Taggart be re-elected on the board of directors. This was seconded by Mr. Bernard Brown and was carried unanimously. Messrs. Henry Smith, Selby & Co. and Messrs. J. D. Humphreys, seconded by Mr. D. E. Clark.

HONG KONG TRADE FIGURES FOR JANUARY.

A SMALL INCREASE IN IMPORTS, BUT EXPORTS DOWN.

AN ANALYSIS OF THE PIECE-GOODS TRADE IN 1930.

Prefacing its monthly report on the trade of the Colony of Hong Kong for January, 1931, the Statistical Branch of the Imports and Exports Department states that as the huge falling-off in the exports of British cotton piece goods to the China market is one of the main problems which is being investigated by the British Economic Mission, it would be of considerable interest to analyse the figures of the imports of British and Japanese cotton piece goods into Hong Kong during the years 1930 and 1931.

COMPARATIVE FIGURES FOR BRITAIN AND JAPAN COTTON TRADE.

It is not within the province of this report to assign reasons for the phenomenal losses sustained by British manufacturers in the Hong Kong cotton market, but the self-explanatory table below will show at first sight that while Japan's share of the trade in 1930 (allowing for the three unrecorded months) approximated that of 1924, the British figure fell by over £2,600,000.

	1924.	1930.
United Kingdom	£23,000,340	£20,853,000
Japan	£1,837,205	£1,835,811
Total all countries	£24,837,545	£22,688,811

In 1924 Great Britain recorded 55.59 per cent. of the total imports of cotton piece goods into Hong Kong, while the Japanese proportion amounted to 33.05 per cent. The position was reversed in 1930 when the Japanese share reached 66.47 per cent. and the British share fell to 33.51 per cent.

Cotton piece goods prices fell considerably in 1930 as compared with 1924 and, taking this factor into consideration, it would be reasonable to assume that the total volume of cotton piece goods entering Hong Kong from Japan in 1930 was approximately to, if not in excess of, the volume imported in the boom year 1924.

From the following comparative table of the chief items of cotton piece goods imported from the United Kingdom and Japan during the nine months April-December, 1930, it will be noted that in practically every line the quantities imported from Japan were far greater than those from the United Kingdom. For the purpose of easy comparison the Japanese figures are given in brackets.

Unbleached Cottons.	1930.	1924.
Drills and Ducks	9,044	203,000
Shirtings, Grey	277	5,000
Shirtings, Grey, 10 lbs.	5,200	55,000
Shirtings, Grey (other)	14,916	48,000
T. Cloths	170,214	327,000
Others	300	13,000

Bleached Cottons.	1930.	1924.
Drills and Ducks (white)	20,064	305,000
Shirtings, white 40/43 yards	20,834	378,000
Shirtings, white 78/83 yards	4,933	83,000
Others	18,104	574,000

Light Cotton Fabrics.	1930.	1924.
Lawns, Lenos, etc.	180,024	65,000
Shirtings, Fancy	329,637	108,000
Shirtings, woven	225,702	58,000
Others	97,353	76,000
Cashmeres	4,091,072	100,000
Dyed Drills and Jeans	54,444	81,000

Cotton Flannelettes	1930.	1924.
Italiana	113,507	67,000
Poppins	4,217,682	1,335,000
Dyed Reds	1,070,480	133,000
Spanish Stripes	710	1,000

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Italiana	113,507	67,000
Poppins	4,217,682	1,335,000
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Others	300	13,000

Umbrella	231/47	63,088	35,000
Tuffetas	231/47	63,088	35,000
Umbrella	231/47	63,088	35,000
Twills	41/47	62,220	35,000
Velveteens		67,138	75,000
Venetians		103,109	141,000
		209,300	257,000
		112,480	34,000

Cottons, Dyed		180,164	46,000
Figured		4,332,700	(619,000)
Cottons, Dyed		238,556	75,000
Plain, others		17,620,347	(3,284,000)

Cretomies		46,089	57,000
Crimps		3,870,848	(715,000)
Prints, back		6,037	5,000
Prints, back		132,300	(40,000)
Prints, back		34,915	26,000
Prints, back		70,430	(15,000)
Prints, back		441,337	173,000
Prints, back		738,070	(288,000)
Prints, back		73,200	44,000
Prints, back		3,178,372	(510,000)

United Kingdom	£3,081,428
Japan	£10,708,400
All countries	£13,789,828

JANUARY FIGURES.
A SMALL INCREASE.
Imports of merchandise during the month of January recorded a small increase as compared with December, while exports recorded a slight fall. The figures are given hereunder, the December totals being given in brackets.

Imports.	1931.	1930.
Merchandise	\$59,569,025	(\$59,110,160)
Treasure	\$5,263,164	(\$4,063,348)
Total	\$64,832,189	(\$63,173,508)

Exports.	1931.	1930.
Merchandise	\$47,973,929	(\$46,509,920)
Treasure	\$10,845,088	(\$9,603,846)
Total	\$58,819,017	(\$56,113,766)

April	\$38,405,506	(\$35,431,710)
May	\$2,900,303	(\$2,675,833)
June	\$54,305,387	(\$53,281,867)
July	\$2,917,349	(\$2,701,009)
August	\$38,632,930	(\$38,143,375)
September	\$2,431,623	(\$2,025,600)
October	\$50,970,677	(\$54,395,347)
November	\$2,103,054	(\$2,158,667)
December	\$49,133,181	(\$49,139,192)
January	\$2,165,080	(\$2,002,770)

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January	\$2,165,080	(\$2,002,770)

in November and 1.2 per cent. in 1924.

The Different Lines.
The following table shows the total values of imports and exports during the month of January by main groups of articles:

	Imports.	Exports.
Animals Live	1,075,170	35,361
Buildings		
Materials	1,332,873	984,017
Chemicals		
and drugs	687,846	303,084
Chinese		
Medicines	1,028,021	1,373,807
Dyeing & Tanning materials	308,533	583,922
Foodstuffs	10,208,967	18,501,578
Fuels	980,003	277,393
Hardware	427,861	340,763
Liquor intoxicating	440,014	215,832
Machinery & engines	1,272,903	97,194
Manures	943,263	735,009
Metals	2,212,834	3,839,944
Minerals and Ores	948,641	100,001
Nuts & seeds	331,738	750,013
Oils and fats	5,770,704	4,233,620
Paints	185,905	207,925
Paper and paperware	1,074,497	1,076,693
Piece goods & textiles	10,333,110	5,214,763
Railway materials	54,481	49,000
Tobacco	1,445,676	773,607
Treasure	3,203,164	10,345,089
Vehicles	546,840	544,577
Wearing apparel	567,210	1,207,309
Sundries	6,541,284	6,581,774
Total	\$4,832,189	\$8,819,971

Each Nation's Share.
The following were the chief trade recording countries during the month:

	Imports.	Exports.
Australia	384,673	103,149
Burma	492,170	106,676
Canada	498,828	351,524
India	900,857	928,818
North Borneo	323,497	180,101
Straits and F.M.S.	1,100,831	3,249,847
United Kingdom	7,831,343	441,805
Belgium	701,698	22,302
China, North	6,719,069	6,136,522
China, Middle	1,049,347	3,335,007
China, South	8,601,152	14,105,407
France	207,256	57,138
French Indo-China	2,334,764	3,907,015
Germany	1,728,250	70,046
Holland	202,288	31,390
Italy	547,278	7,220
Japan	5,197,504	2,535,020
Kwang Chow		
Wan	1,012,473	2,315,005
Macao	1,170,709	1,994,062
Netherlands		
East Indies	8,002,742	1,546,885
Philippines	127,504	948,070
Siam	3,149,603	1,844,672
South America	10,408	127,077
Sweden	333,557	450
Switzerland	180,584	450
U.S.A.	5,233,883	2,440,969

CHINESE WOMEN'S EMANCIPATION.
MASS MEETING AT CANTON.
[FROM OUR OWN CORRESPONDENT.]
CANTON, Feb. 24.
Following the proclamation of the Nanking Government, that the women in China are entitled to the same rights and privileges as men, the women in Canton are exerting themselves to obtain these rights and privileges. They desire to take an active part in the coming People's Convention at Nanking and are preparing to exert their influence.

A big mass meeting of women was held this morning in the auditorium of the Provincial Kuomintang, at which a number of principles aiming at the emancipation of the women of China were formulated. After the meeting, they paraded through the principal thoroughfares of the city carrying all sorts of banners bearing appropriate slogans.

Practically every girls' school in Canton was represented in the demonstration.

EXECUTIONS IN BATCHES AT WENCHOW.

THE STRUGGLE AGAINST PIRATES AND BRIGANDS.

A YEAR OF ORDEAL BY WAR AND FAMINE.

[FROM OUR OWN CORRESPONDENT.]

WENCHOW (Chekiang), Feb. 8.

This country of Wenchow has experienced in 1930 one of the most trying years perhaps since the Tai Ping Rebellion. In the early part of the year famine stalked through a large part of the major portion of it, like a ravenous monster. Thousands of country people, especially women and children, were housed in city temples where they were fed daily by the kindness of the city merchants of the Yung Chia Hsien, who formed a relief society, of which by their courtesy one foreigner, the Chairman of the United Methodist Mission, was elected a member of the Committee. This society contributed some tens of thousands of dollars to relief, providing food and clothing for the living, and coffins for the dead, of whom some had met their end through starvation and from exposure to the bitter cold of the winter. Numbers of country people emigrated to other parts of the country being assisted therein by officials. It is to be feared that large numbers of children were sold by parents too destitute to feed them, and it is known that considerable numbers of them were sold to the South to people in Fukien. One steamer load of such girls and women was lost at sea on its way from Wenchow to the South with its human freight.

Firing Squad and Executioner.

Piracy and banditry increased to unprecedented proportions for this area partly because of the extremity of indigence, but also because of Red propaganda. Hundreds of bandits have been executed within the last 12 or 14 months within the precincts of the city, these being public executions either by firing parties of soldiers or by the sword of the executioner. Batches of bandits numbering as many as a dozen to nearly two dozen were shot down simultaneously, and in one such batch, it was said at the time, a woman who had been seized as a propagandist, and her nineteen-year-old son. The writer from his verandah counted up to nearly 110 such executions taking place near the foot of a hill inside the city wall some three hundred yards away. For several months now the executions have been carried out on another hill in another part of the city. From time to time reports have come in from the country, where soldiers are busy rounding up bandits, of executions there, too, but how many the writer does not know. A considerable number of people have been carried off by bandits, who have ventured to within three miles of the city here in the prosecution of their nefarious work.

Piracy.

On the Wenchow river itself, among the islands just beyond the river mouth, and along the coast, piracy has been carried on extensively, launches being boarded and passengers looted and even killed, and as other parts further South, so here, the China Merchants' vessels have not altogether escaped, pirates embarking here as passengers, and seizing the steamer when outside and looting her. The s.s. Kwangchi left port for Shanghai this morning and was back again early this afternoon. I went down to the office and on board also to ask the reason of it, and in both places was told that when outside of the river, the military guard of 12 had found 12 pirates among the passengers, and these have been brought back to the city to be handed over to the authorities. The steamer leaves again for Shanghai in the early morning. During recent months two or three parties of local bandits have been received into the army, the largest party consisting of about four hundred men with their weapons. One or more of the leaders of these bands have been rewarded with officer's rank, at least one of them being given a captain's grade.

Home. His term of service is having to be curtailed by some months on account of repeated illness among the members of his family in England.

Many cases of bullet wounds by bandits and pirates have been treated in the United Methodist Mission Hospital which during the terrible epidemic of cholera that lasted for an exceptionally long time, received close on one thousand cholera patients. Dr. Noel Marrow and nurses and staff were working night and day, and wards had to be cleared of other patients to accommodate these cholera sufferers.

Newcomers to the Methodist Mission.

Since the end of October four newcomers have joined the United Methodist Mission from England, Rev. W. Roy Aylott who has come fresh from College for general work, Nurse Fieldsend for the Hospital, and Dr. Elmslie J. Dymond and his bride, to act as colleague to Dr. E. T. A. Stedford, who with his wife and infant son have recently returned from furlough in England. Miss Doidge, B.A., has also returned from furlough, and, in addition to the oversight of the Mission Primary Mixed School, is hoping soon to extend her activities in work amongst older girls in the higher schools of the city, and in the organization of Christian Endeavour Societies and Sunday Schools in rural districts.

The Harvest.

1930 saw record harvests of various crops, rice, sweet potatoes and fruit being especially plentiful. One Chinese described the harvest as eleven-tenths good. Rice at once fell in price, so that while in one week it was selling at six and seven catties to the dollar, the following week it was 16 and 17 catties a dollar.

At the time of writing the fields for miles around the city are bearing splendid crops of vegetables, of broad beans already in flower, and of Stanting cabbages—a recent culture here so far as your correspondent knows—while the spring wheat is growing again. A few weeks ago when unusually early cold frosts were experienced, it seemed not unlikely that such vegetation was doomed. A walk across the fertile plain encircling this city showed the thousands of acres of vegetation as far as the eye could reach—in an almost hopelessly wilted condition.

Opium and Morphine.

Your correspondent was asked in December last to get information here for the National Anti-Opium Society as to the sale of drugs, and as to the prevalence of addiction to drugs. He learned that morphine, red, golden, and white pills were all on the market, that 90 years ago saw the introduction of opium here, the others coming in some 20 years ago, the latter supplied from Shanghai, the opium from Fokien. Round about 4,000 catties of opium are annually imported of the reputed value of about \$64,000. Retailers number circa 1,000 and addica circa 8,000, mostly of the wealthier classes. Some ten per cent. become habituated through illness, the others take to it for pleasure.

The pills and morphine are said to have the more deleterious effects, and the average per capita per diem is put at about 1/5 of a Chinese ounce. There are several institutions in the city for curing addicts, to whom certificates of cure are given on amendment. Some officials are faithful in their duty of trying to put the evil down, imposing fines varying from \$20 to \$1,000, other officials—undependable—addicts to prison for periods varying from 30 days to three years. Some officials and people of influence are themselves addicts, it is said, and that were these publicly punished, the guilty officials being degraded there would be some hope of a more salutary and deterrent result.

The missionary community here are to lose from their midst this morning the company of Dr. W. A. Noel Marrow of Plymouth, England, who has been acting as locum tenens for Dr. Stedford and who had to bear on his young shoulders the brunt of the cholera healing work, a work of the kind greater than ever before in the 40 years' history of the medical work of the Mission. The Chairman of the Mission, Rev. W. R. Stobie, is also leaving about the same time, to Home. His term of service is having to be curtailed by some months on account of repeated illness among the members of his family in England.

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A perusal of the contents of the recently published Blue Book containing the correspondence between the British Minister at Peking and the Chinese Government reveals a deplorable halting policy on the part of the former. How far Sir Thomas Wade is tied by his instructions from the Foreign Office or not we are of course unable to say, but the correspondence just brought to light shows all too plainly that the Government have been entirely foreseen, and that a new policy, that of bargaining, has been inaugurated. *Hong Kong Daily Press*, Feb. 28, 1854.

**"A CRAFTY, HALF-
CRAZY FANATIC."****BRITAIN'S KOWTOW TO
GANDHI.**

(THROUGH REUTER'S AGENCY.)

LONDON, Feb. 23.
"A seditious fakir, striding half-naked up the Viceregal steps," said Mr. Churchill of Gandhi last night.

Later, Lord Burnham, a member of the Simon Commission, speaking at Salisbury, described the Indian Congress leader as "a crafty, half-crazy old fanatic."

Lord Burnham added that for the Government to kowtow to him for a long period of time as they are doing is doing a great injury to the name and fame of Great Britain in the East and consequently to the whole fabric of Western civilisation.

**Mr. Churchill Pursues His Lonely
Furrow.**

Mr. Winston Churchill to-night sought a vote of confidence from his constituents for his attitude towards India, which involved his resignation from the Conservative "Shadow Cabinet."

Addressing the Council of the West Essex Unionist Association at a meeting in London convened at his request, Mr. Churchill reviewed the position in India, saying that he was unable to serve any administration, about whose Indian policy he was not reassured.

He said it was alarming and nauseating to see Gandhi, "a Middle Temple lawyer and now a seditious fakir striding half-naked up the steps of the Viceregal Palace to parley on equal terms with the representative of the King-Emperor."

Gandhi's well-known aims were a strange basis for the discussions, which were intended to be the preliminary to another Round Table Conference in India.

It was vital that the Conservative Party should immediately arouse public opinion. He intended to do his best. It would be much strengthened if his constituents gave him a vote of confidence on India.

This was no ordinary party question. It was a supreme issue comparable to August 4, 1914, and comparable to the General Strike. To entrust the welfare of 300 million millions to an oligarchy of Hindu politicians would mean their exploitation and oppression, similar to the proletariat in China.

It would be shameful to act in cowardice, desertion, and dishonour.

He concluded: "The decisive opportunity may soon be at hand. Victory may again reward the Conservative Party. Let it be a victory which shall proclaim to the world that the heart of the Empire is true and its hand just and strong."

Vote of Confidence Adopted.

LATER.
The meeting unanimously passed a resolution of unshaken confidence in Mr. Churchill.

Conference Delegates Approve Line of Compromise.

New Delhi, Feb. 24.
Lord Irwin has explained that the Gandhi talks to eight delegates to the Round Table Conference, who unanimously approved of a line of compromise in the re-constitution of the Conference situation, are hopeful.

Gandhi Has Unfettered Authority.

The Congress Working Committee passed a resolution giving Gandhi unfettered authority to conclude a settlement with Lord Irwin.

**BENARES COMMUNAL
RIOTING.**

DEPLORED BY HINDU AND MOSLEM LEADERS.

(BRITISH WIRELESS SERVICE.)

Ruony, Feb. 23.
Replying in the House of Commons to a question on the recent communal riots at Benares, the Secretary for India, Mr. Wedgwood Benn, said the condition of the city was almost normal within a week.

He added that a meeting addressed by Hindu and Moslem representatives had passed resolutions deploring the riots, sympathising with the sufferers and raising a fund for the repair of the temples, mosques, shops and houses, and compensation for those injured.

**MOSLEY GROUP AND
LABOUR.****SIR OSWALD ISSUES
MANIFESTO.**

(THROUGH REUTER'S AGENCY.)

LONDON, Feb. 24.
A meeting of the Mosley group of members of the House of Commons decided to continue the group's existence, leaving individuals free to take any action they think fit regarding membership in the Labour Party.

Sir O. Mosley to-day issued a new manifesto outlining his programme for a disciplined national effort to meet the national crisis.

The manifesto is largely an elaboration of that already announced.

SINO-SOVIET CONFERENCE.**BOLSHEVIK PROPAGANDA IN
CHINA MUST CEASE.**

(Chun Wan Yat Pao.)

NANKING, Feb. 24.
After consultations with Moh Teh Hui, the Chinese delegate to the Sino-Soviet Conference, and other diplomatic experts, among whom Mr. Eugene Chen is the most notable, the Central Political Council have given instructions to Moh Teh Hui setting forth the policies China should take at future sessions of the Conference.

It is learned that China insists upon the redemption of the Chinese Eastern Railway by the installment system, while the resumption of Sino-Russian diplomatic relations should be on condition that Russia will desist from Bolshevik propaganda in China.

Moh Teh Hui is reported to be leaving Nanking to-day for Manchuria, and is expected to proceed to Moscow next month.

Proposed Sino-Soviet Alliance.

According to another report, a secret Russian official emissary visited Nanking last week, and, through Mr. Eugene Chen's introduction, he is alleged to have proposed to Marshal Chiang Kai Shek a Sino-Soviet alliance in return for the redemption of the Chinese Eastern Railway by China.

Marshal Chiang will refer the matter to Marshal Chang Hsueh Liang, and Moh Teh Hui's visit to Manchuria probably is in connection with the question.

**INTERNATIONAL SILVER
CONFERENCE.**

(Wah Tai Yat Pao.)

SHANGHAI, Feb. 24.
Chang Kung Chuen, President of the Bank of China, has again called to the International Chamber of Commerce at Paris, urging that interested nations which would be invited to participate in the proposed international conference must include Great Britain, France, America, Mexico, Canada, Spain, Japan and China. The conference should be held at the earliest possible date either at New York or London.

**JAPANESE ECONOMIC
MISSION TO CANTON.**

(Wah Tai Yat Pao.)

CANTON, Feb. 24.
The Canton Municipal Government has received official information that a Japanese Economic Mission is expected to proceed to Canton next month from North China.

The mission, which consists of 13 members, has already visited Dairen, and will now visit the principal cities in Central China.

**IS FENG YU HSIANG
AMNESTIED?**VISIT TO TIENTSIN
UNFOUNDED.

(Kung Sheng Yat Pao.)

SHANGHAI, Feb. 24.
According to information from Peiping, Marshal Feng Yu Hsiang is still at Tin Loong Hill in south

The rumour that he had arrived at Tientsin is unfounded. In view of the fact that he is amongst those under the amnesty order, he has cancelled his former arrangements to go abroad.

**ANGLO-FRENCH
NAVAL CONFERENCE****OTHER POWERS INFORMED
OF DEVELOPMENTS.**

(BRITISH WIRELESS SERVICE.)

Ruony, Feb. 23.
An announcement was made in the House of Commons this evening that the Foreign Secretary, Mr. Arthur Henderson, and the First Lord of the Admiralty, Mr. A. V. Alexander, left London for Paris to-day to continue discussions with the French Government on the naval question.

It was added that the other Powers signatory to the London Naval Treaty had been kept informed of these developments.

The Ministers were accompanied by Mr. Craigie, of the Foreign Office, who on various occasions since last year's London Naval Conference has visited Paris and Rome to discuss naval building programmes with the French and Italian experts, and who a few days ago returned from Paris, where he had discussions with M. Massigli.

Mr. Walford Selby, of the Foreign Office, and Commander Bittleson, of the Admiralty, were also members of the party.

**"Conversations" Continuing Until
Agreement Reached.**

(THROUGH REUTER'S AGENCY.)

PARIS, Feb. 24.
The Anglo-French naval "conversations" were resumed at the Quai d'Orsay this morning and will be continued uninterruptedly in the hope of reaching an agreement to-night if possible.

If an agreement is arrived at, Mr. Henderson and Mr. Alexander intend to go to Rome direct from Paris with the view to obtaining the adherence of Italy also to the London Naval Treaty.

**BRITISH MINISTER TO
STOCKHOLM.**SANTIAGO MINISTER
TRANSFERRED.

(BRITISH WIRELESS SERVICE.)

Ruony, Feb. 23.
His Majesty the King has approved of the appointment of Mr. Archibald Clark Kerr, lately British Minister at Santiago, to be Envoy Extraordinary and Minister Plenipotentiary at Stockholm.

Mr. Kerr was Minister to Chile from 1923 to 1930. He entered the Diplomatic Service in 1906 and has served in Berlin, Buenos Aires, Washington, Rome, Teheran, Tangier, Cairo and the Central American Republics.

SLAVE TRADE IN RED SEA.ANGLO-FRANCO-ITALO
CO-OPERATION.

(BRITISH WIRELESS SERVICE.)

Ruony, Feb. 23.
Replying to a Parliamentary question regarding the Red Sea slave trade, the Foreign Under-Secretary, Mr. Hugh Dalton, said a considerable measure of co-operation had been established between the British Government and the French and Italian Governments.

In addition to a British patrol, French and Italian warships are regularly stationed in the Red Sea. British officials in the neighbouring territories periodically meet their French and Italian colleagues to exchange information, and officers on British ships are also kept in touch with the local authorities in French and Italian territories.

It is proposed to experiment shortly in the use of float planes.

**EGYPT'S REVISED SUGAR
DUTIES.**SCHEDULE ISSUED BY
GOVERNMENT.

(THROUGH REUTER'S AGENCY.)

Cairo, Feb. 23.
The Government has issued a revised schedule of sugar duties, 100 per cent. for refined sugar, except candied; 950 piastres per ton for candied; 800 piastres per ton for raw sugar destined for the refineries; and 900 piastres per ton for all others.

**FINANCIAL MASTERS
OF AUSTRALIA.****SLASHING ATTACK BY NEW
SOUTH WALES PREMIER.**

(THROUGH REUTER'S AGENCY.)

SYDNEY, Feb. 23.
The Labour Premier of New South Wales, Mr. Lang, made a slashing attack to-day on "Australia's financial masters," when addressing an enthusiastic meeting in support of the Labour candidate at the East Sydney Federal by-election.

"Fourteen years ago," he said, "overseas interests, by conscription through the Australian Government, attempted to take her sons to give their lives on the battlefields."

"To-day, those self-same interests, working in the same channels, want to take the bread from the mouths of the sons and daughters of Australia to satisfy their insatiable greed."

"The New South Wales Labour movement dissociates itself from the proceedings between the Premiers' Conference and the banks and the latter's conditions of help, namely, the suspension of social services and a reduction of pensions and wages."

Mr. Lang outlined the New South Wales plan to help Australia, namely, by withholding the payment of interest on overseas debts on the ground that Australia's indebtedness is a result of her efforts to help England during the war; and secondly, by altering the currency and substituting a "goods standard" for the gold standard.

**BASIC WAGE AWARD IN
AUSTRALIA.****APPLICATION FOR POSTPONE-
MENT REJECTED.**

(THROUGH REUTER'S AGENCY.)

MELBOURNE, Feb. 24.
The Arbitration Court rejected Mr. Brennan's application to postpone the award of the 10 per cent. reduction on the basic wage.

**BRITISH PRINCES REACH
VALPARAISO.****FLIGHT FROM SANTIAGO DE
CHILE.**

(REUTER'S AMERICAN SERVICE.)

VALPARAISO, Feb. 24.
The Prince of Wales and Prince George arrived by aeroplane escorted by six other aeroplanes from Santiago.

The Royal brothers were welcomed by the screaming of sirens from every vessel in port and the deafening cheers of a crowd of 10,000 as they drove to the Presidential Palace.

The city was illuminated at night in honour of the Princes.

**POLITICAL SITUATION AT
MALTA.****ROYAL COMMISSION
APPOINTED.**

(BRITISH WIRELESS SERVICE.)

Ruony, Feb. 23.
It was announced in the House of Commons to-day that the Government had decided to appoint a Royal Commission to visit Malta to consider the existing political situation there, and to make recommendations as to steps to deal with it, with special reference to the possibility of the re-establishment of constitutional Government.

The personnel of the Commission will be announced shortly.

**R.A.F. SOUTH AFRICAN
FLIGHT.****ARRIVAL AT BROKEN HILL.**

Ruony, Feb. 23.
The Royal Air Force South African flight reached Broken Hill to-day in continuation of its return journey from the Cape to Cairo.

**BRITISH INDUSTRY
PESSIMISTS.****FAULT BETWEEN PRODUC-
TION AND CONSUMPTION.**

(THROUGH REUTER'S AGENCY.)

LONDON, Feb. 24.
In a speech last night at a banquet given by the Birmingham Chamber of Commerce, attended by the leading personalities in industrial and commercial life in the Midlands, Mr. Ramsay MacDonald, Prime Minister, emphasised the futility of pessimism.

The pessimist, said the Prime Minister, is killing English life industrially and spiritually.

England's problems were insoluble until the facts were understood. There was no problem in production or consumption. "The people of the world are prepared to consume more than they ever consumed before." The fault was between production and consumption.

"Until you and I," he said, "by laying our heads together discover how production and consumption can be related to each other more directly than now, those great gaps and those profits which benefit neither industry proper nor consumption proper will continue to disturb the world markets."

Business men should properly study the question of getting goods off the market to the consumer.

War Debts Burden.

Referring to war debts, Mr. MacDonald said: "Our honesty rests on our backs as an industrial burden at the present time." Nevertheless, he would rather die than find shelter at the expense of the nation's credit.

**EUROPE'S CEREAL
SURPLUSES.****INTERNATIONAL AGRICUL-
TURAL CONFERENCE.**

(THROUGH REUTER'S AGENCY.)

PARIS, Feb. 23.
What M. Briand described as the first tangible result of the movement for a European Federation was initiated to-day with the opening at the Quai d'Orsay of an Agricultural Conference attended by representatives of 24 European States, for the purpose of considering the problem of Europe's cereal export surpluses.

M. Briand, in welcoming the delegates, declared that the moment had come to put European solidarity to the test. What was really at stake was not the question of the distribution of the cereal surplus, but the maintenance of peace.

**FRENCH MINERS'
TROUBLES.****GENERAL STRIKE IF WAGE
ISSUE UNSETTLED.**

Paris, Feb. 19.—The Minister of Public Works to-day received a delegation of the miners unions of Pas-de-Calais who informed him that as a result of the high cost of living any reduction in salary was impossible.

They declared that the remedy for the situation lay in higher tariffs on imported coal, the re-establishment of the licence system for imports, and the use by public services of French coal only.

The Minister promised to refer the matter to the Premier.

M. Laval later received a delegation of miners and listened to their complaint, afterwards promising to confer with the mine-owners' representatives on remedial measures.

After the conference with the Premier, the miners' national council held a meeting and passed a resolution envisaging a general strike at the beginning of May unless satisfactory measures are taken.

**TEST CRICKET
MATCH.****SOUTH AFRICANS' FAIR
SCORE.**

(THROUGH REUTER'S AGENCY.)

DURBAN, Feb. 23.
At the close of play the South Africans team were all out for the fair total of 283 runs.

Scores:—**South Africa—1st Innings.**

Siedle, c and b White	57
Mitchell, b Hammond	73
Christy, b Peebles	18
Taylor, c and b Peebles	10
Viljoen, c Hammond, b Tate	10
Cameron, b Voce	4
Dalton, c Farrimond, b Hammond	31
McMillan, not out	29
Vincent, c Chapman, b Peebles	0
Bell, b Voce	0
Cochran, b Peebles	4
Extras	0
Total	229

Fall of wickets:—1 for 127; 2 for 131; 3 for 157; 4 for 163; 5 for 168; 6 for 203; 7 for 221; 8 for 242; 9 for 243; 10 for 252.

Bowling Analysis.

	O.	M.	R.	W.
Tate	22	4	35	1
Hammond	10	0	30	2
Voce	27	10	61	2
Peebles	27	4	67	4
White	35	9	63	1

DURBAN, Feb. 24.

In fine weather and on a good wicket and before 1,000 spectators the match was resumed this morning, the England XI commencing their first innings.

Hammond, who had compiled 29 runs, and Wyatt, who scored 24, were caught in the last over before the lunch interval.

LATER:

On the resumption of play after the lunch interval and in the presence of 5,000 spectators, Leyland was given out leg before when he had scored eight runs.

The scores at the tea interval were as follows:—

England XI—1st Innings.

Hammond, c Mitchell, b Vincent	29
Wyatt, c Cameron, b Bell	24
Leyland, lb.w., b Bell	8
Hendren, c McMillan, b Vincent	30
Turnbull, b McMillan	0
Farrimond, not out	21
Chapman, c McMillan, b Vincent	24
Tate, not out	15
Extras	0
Total (for 6 wts.)	163

Fall of wickets:—1 for 53; 2 for 56; 3 for 57; 4 for 101; 5 for 101; 6 for 120.

OBITUARY.**ADMIRAL VON CAPELLE.**

(THROUGH REUTER'S AGENCY.)

BERLIN, Feb. 23.

The death has occurred of Admiral von Capelle, who succeeded Admiral von Tirpitz as Secretary of State for the Navy in 1916.

**CONVICT LABOUR IN
RUSSIA.****U.S. REFUSES ENTRY.**

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, Feb. 23.

The House of Representatives to-day passed by an overwhelming majority the Kendall-Hawley Bill, strengthening the 1930 Tariff Act against convict-made goods.

Under the new Bill, convict-made goods are prohibited from entry into the United States, the prohibition becoming effective on April 1, 1931, instead of January 1, 1932, under the 1930 Tariff Act.

It also applies an embargo against goods handled, transported, loaded or unloaded, wholly or partly, by convict or forced labour, as well as against goods manufactured by such workers.

An important provision admits the deposition of agents of the United States abroad, in proving the employment of convict labour.

UNREST IN CUBA.**BOMB DISCOVERED AT
PRESIDENTIAL PALACE.**

(REUTER'S AMERICAN SERVICE.)

New York, Feb. 23.

Unrest continues to be reported from Cuba.

A bomb was to-day discovered on top of the Presidential Palace at Havana, in which connection it is pointed out that the President resides on the upper floor.

As a consequence of the discovery, 20 suspects have been arrested and a heavy guard placed around the Palace.

Ten policemen and 50 workers were wounded on Saturday during a fight.

Seventeen head students of the Havana High School were on the same day imprisoned for sedition.

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Sports News

H.K.C.C. TENNIS TOURNAMENT.

ANOTHER EX-CHAMPION EXTENDED.

A. L. SULLIVAN PROGRESSES.

After a pretty long break, the resumption took place yesterday of the Hong Kong Cricket Club Tournament, when a full programme of matches and a large crowd gave the competition a great flip. S. A. Rumjahn, the Indian ex-champion, made his initial appearance this season in the Open Singles, meeting Lu Tak Cheuk whom he beat after an interesting struggle, ending at 6-2, 6-7 in his favour.

The Chinese, however, put up a very fine performance, which delighted the large number of spectators around, who showed their appreciation by deservedly applauding him whenever he brought off a fine shot. Rumjahn proved too speedy for him in the opening set, but Lu, settled down extremely well immediately afterwards. He controlled his shots with ease and treated the gallery to a good exhibition of fine volleying, the low ones of which being especially nice to watch. Although meeting with stiff opposition, he forged ahead to lead 5-2 in the second set, and on two occasions in the following game, required one point more to bring the scores level, but at that critical stage, the Indian held on determinedly, and not only saved that game, but went on to draw level at 5-all. A very interesting struggle followed after this, in which both scored pretty shots in turn, until at 7-all, Lu broke down against his opponent's consistent aggressiveness. On the whole, a very fast game was seen, a bright feature being the good length shots consistently sent over by the Chinese, which prevented the Indian from returning stinging shots, while the latter did more of the running.

S. A. Rumjahn now meets Petch, who yesterday beat Feroze Ali after an even struggle. The two appeared to be well matched, and while Ali showed up better at driving, the winner's ability to control the loser's returns proved to be the deciding factor. Petch's cuts also worried the loser, apparently.

In the same event, A. L. Sullivan enjoyed the third round at the expense of D. M. MacDougall in straight sets. He proved to be in very fine driving form, sending fast and well placed drives all round the court. He now meets the winner Soenderum v. Anderson, and is expected to beat either.

Ng Sze Cheung was also successful yesterday, beating H. Owen Hughes by a small margin in both sets.

Two Open Doubles matches were also decided, while Armstrong did well in beating R. R. Todd in the Club Championship.

The results of yesterday's matches follow:—

Open Singles.

SECOND ROUND.

S. A. Rumjahn beat Lu Tak Cheuk, 6-2, 9-7.
W. N. Fitch beat Feroze Ali, 6-4, 6-4.
A. L. Sullivan beat D. M. MacDougall, 6-2, 6-2.
Ng Sze Cheung beat H. Owen Hughes, 6-4, 6-4.

Open Doubles.

Ho Ka Lau and Yaw Man Kit beat Anderson and Grimsby, 6-1, 6-3.
Kwok and Chau beat Johnson and Ainger, 6-2, 6-2.
Club Championship.
H. J. Armstrong beat R. R. Todd, 6-3, 6-2.

TO-DAY'S MATCHES.

Open Singles.

E. C. Fincher v. R. Chon.
H. Lo v. D. S. Green.
W. C. Hung v. F. Goss.
Kinoshita v. Luk Ding Cheung.
E. Zimmern v. Surg. Com. H. Harkins.

Open Doubles.

Ng Kam Chau and Tsui v. Bowler and Butler.
Lui Wai-kan and Yip Kwai-ko v. H. J. Armstrong and Martin.

Club Championship.

A. L. Sullivan v. R. M. Hender.

FAREWELL TO VISITING FOOTBALLERS.

PRESENTATION TO POPULAR LOCAL OFFICIAL.

A very pleasant function at the Kwong Chau Restaurant on Monday night marked the close of the stay of the Shanghai Interport football team in Hong Kong.

Mr. H. K. Lee presided and in the course of a brief speech, congratulated Shanghai on their performance and wished them bon voyage. Messrs. Gashi and Campos replied.

Most of those present accompanied the team to the Heian Maru where the Shanghai players took the opportunity of making a presentation to Mr. W. E. Hollands, Secretary of the Hong Kong Football Association, as a token of appreciation for his attention to matters of detail during their week's sojourn in Hong Kong.

The gift took the form of a silver cigarette case suitably inscribed.

FENCING.

TOURNAMENT AT YACHT CLUB.

Under the auspices of the Hong Kong Fencing Club, a tourney is to be held at the Royal Hong Kong Yacht Club's premises on Saturday, March 21, commencing at 3.30 p.m. The events are as follows:—

Ladies' Foils.—Misses Halifax, Beavis, Bonner, Clare, Schroeder and others.

Epee Foils.—Messrs. Ainger, Brandie, Pinguet, Sommerhaug, Southby, Anstruther, Locke and Baxter.

Sabre Contest.—Messrs. Sommerhaug and Anstruther.

Final of the Ladies' Foils.

Foil Contest.—Comdr. Southby and Mr. Locke.

Weather permitting, the tourney will take place on the lawn, and tea will be served from 3.30 p.m. onwards.

HOME FOOTBALL.

SCOTTISH LEAGUE TEAMS DRAW.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 23.

In a Scottish League match played to-day, St. Mirren and Aberdeen drew, each side scoring two goals.

LORD WARING AND HIS RATES.

SPORTING RIGHTS PROBLEM.

Lord Waring was ordered by the magistrates at Market Bowditch to pay £200 10s. 6d., rates demanded by the local authority.

Major Miles, as agent to Lord Waring at Gopsall, was summoned, and said he objected to the rates because the greater part was for sporting rights and no decision had been made yet whether sporting rights were rateable. The land and woods were derated.

He was told by the clerk that he should have objected to the rating authority.

The prosecuting solicitor said the Bench had no option but to make the order. If the appeal succeeded no doubt Lord Waring would get a refund.

Major Miles said £72 was charged for the parish of Gopsall, which was wholly within the park. They kept the roads in repair, and did everything required in the parish, yet were rated. "Why should we be rated for something we keep up?" he asked.

In ordering payment the Chairman said the order would be on Lord Waring.

PARROT TRAPS MURDERER.

DYING WOMAN'S CRY.

New York.—A parrot shrieking "Don't pass, don't," in the middle of the night, furnished a clue which led to the arrest of Frank Yitkos, a New York longshoreman, for the murder of his wife.

The bridge-keepers in picking up new phrases was the wonder of the locality, and when neighbours were aroused from sleep by this unusual cry, they became alarmed and entered the Yitkos's apartment.

There they found that Mrs. Yitkos had been killed with an axe.

So impressed were they by the parrot's evidence, that the police sought for Yitkos, and he confessed to the crime.

RACING NOTES AND TRAINING TIMES

PONIES IN FINAL STAGES OF PREPARATION: SLOW WORK THE ORDER OF THE DAY.

MORE JOCKEYS ARRIVE FROM SHANGHAI.

[By "MORNING DEW."]

Many ponies, who were exercised yesterday at Happy Valley, will be put through the final stages of their preparation for the Annual Meeting this week. Yesterday's work was mainly confined to one fast quarter but there were few which were sent over the mile and their times will be found below.

Mr. T. L. Wong arrived from Shanghai on Monday and was seen out yesterday with Mr. Ho Kom Tong's ponies and with the "Leads." He will probably be riding for these two stables at the meeting. Mr. H. C. Pih, a new-comer to the local course, is also here. He is one of the leading jockeys in Shanghai and no doubt will not take long before he establishes a good name for himself in racing circles here. Mr. Clark, who rode for Messrs. Hynes and Mackie a few years' back, is here again and will be riding for Messrs. Mackie and Grayburn this year. He will take charge amongst other candidates of Spey, a griffin, and Jill, a very good old pony.

The times taken yesterday were as follows:—

Griffins									
Courses	Distance	1st	2nd	3rd	4th	5th	6th	Last	Time
Atalanta	Sand	35.2	1.08.1	1.42	—	—	—	—	33.4
Blackcock	"	32.3	1.08.1	1.41.3	—	—	—	—	33.2
Bright Star	"	35	1.06	—	—	—	—	—	31
Chara	"	34	1.09	1.44.2	2.10	—	—	—	31.3
Cloudy Eve	"	33.7	1.08.8	1.42.3	2.14.3	—	—	—	32
Cupid	"	33.3	1.08.3	1.42.3	2.20	—	—	—	37.2
Daylight Eve	"	35.4	1.08	1.40.1	2.12	—	—	—	31.4
Edenbridge	"	36	1.11.2	1.41.4	—	—	—	—	30.2
Eros	"	33.1	1.05.2	1.30.1	2.11.1	—	—	—	32
Fengian	"	41	1.18	1.54.2	2.30	—	—	—	35.3
Gold Key	"	33.2	1.03.2	—	—	—	—	—	30
Holly Leaf	"	34.2	1.05.2	—	—	—	—	—	31
King's Justice	"	33.1	1.13	1.42.2	—	—	—	—	29.9
King's Service	"	33.1	1.13	1.42.2	—	—	—	—	29.2
Morning Star	"	35	1.07	—	—	—	—	—	32
Mr. Siegler	"	35.2	1.03.1	1.42	—	—	—	—	33.4
Spey	"	37	1.10	1.41.1	2.13	—	—	—	31.4
Thunderous Stag	"	33.3	1.11.1	1.40	2.17.2	—	—	—	31.2
Valorous	"	36.2	1.10	1.43	2.13.2	—	—	—	30.2
Wonderful Stag	"	38.2	1.14	1.48	2.17.3	—	—	—	29.3

Subscription Griffins									
Courses	Distance	1st	2nd	3rd	4th	5th	6th	Last	Time
Azules Lep	Sand	33.4	1.05.1	—	—	—	—	—	33.2
Cador	"	37	1.10.2	—	—	—	—	—	34.8
Crisal	"	36	1.11.2	1.46	—	—	—	—	33
Flornotta	"	48	1.20	1.53.2	2.28.2	—	—	—	38
Foxtro	"	37	1.19	1.52	—	—	—	—	33
Jan Stower	"	37.2	1.11.2	1.43.2	—	—	—	—	32
Masos	"	43.3	1.21.3	1.58.2	2.31.1	—	—	—	32.4
Sans Souci	"	37.4	1.16	1.46	—	—	—	—	33
Silver Flare	"	34	1.07.1	—	—	—	—	—	34.3
St. Cyr	"	36	1.07.3	1.42	—	—	—	—	34.2
Summer Hall	"	34	1.09.2	—	—	—	—	—	33.2
Tay	"	36	1.07.3	1.42	—	—	—	—	33.2
The Lombard	"	37	1.10.2	—	—	—	—	—	32.4
The Turbot	"	43.3	1.21.3	1.59.2	2.31.1	—	—	—	32.4
Vadio	"	43	1.20	1.53.2	2.20.2	—	—	—	35
Winter Hall	"	34	1.07.1	—	—	—	—	—	—

Australian Ponies									
Courses	Distance	1st	2nd	3rd	4th	5th	6th	Last	Time
Cyrano	Sand	37	1.10	1.41.1	2.15	—	—	—	33.4
Knights Bridge	"	36.2	1.08.2	1.39.2	—	—	—	—	31
Pegasus	"	34.2	1.07	1.39.2	2.09.3	—	—	—	30.1
Queen Regent	"	36.2	1.08.2	1.37	—	—	—	—	28.3
St. Moritz	"	32.2	1.02.2	1.31.2	—	—	—	—	29
The Bustard	"	31	1.03.2	1.33	2.09.3	—	—	—	31.3
The Rain Drop	"	35.2	1.12.2	1.43.2	—	—	—	—	31
Thunderclap	"	30.3	1.00.1	1.30.3	—	—	—	—	30.2
Woodland Stag	"	41	1.17	1.47.3	2.15	—	—	—	27.2

Old Ponies									
Courses	Distance	1st	2nd	3rd	4th	5th	6th	Last	Time
African Eve	Sand	36	1.09.3	1.43.3	2.10.2	—	—	—	32.4
Ataman	"	35	1.09	1.39.3	2.11.1	—	—	—	31.3
Carnival Eve	"	35	1.03	1.41	—	—	—	—	33
Coronation Eve	"	33	1.09.3	1.43.3	2.16.2	—	—	—	32.4
Gay Crusader	"	34.2	1.05.3	1.36	—	—	—	—	29.2
Jill	"	31.3	1.03.2	1.33.2	—	—	—	—	30
King's Bounty	"	34.1	1.03	1.37.3	—	—	—	—	29.3
King's Colour	"	34	1.03	1.37	—	—	—	—	31
Nationalist II	"	34	1.08	1.37	—	—	—	—	31
Picallili	"	31	1.03.2	—	—	—	—	—	34
The Phoenix	"	—	1.09	1.42	2.10	—	—	—	34
Vasyluk	"	34	1.07.2	1.37.2	—	—	—	—	30
Wisdom Stag	"	37	1.13	1.45	2.14.4	—	—	—	29.4
Zorhan	"	41	1.21	1.52	—	—	—	—	31

NOVEL SURGICAL INSTRUMENT.

OPERATIONS WITHOUT THE KNIFE.

A new surgical instrument called the "endoscopic outfit" which has recently been installed in the Manchester Jewish hospital has already been responsible for saving four lives. The endoscope enables the surgeon to remove all kinds of objects that have lodged themselves in the stomach, the gullet and the windpipe. The surgeon's knife is made unnecessary, and even the marvels of the X-ray have been surpassed by it. Doctors have always been baffled by many cases where some object has been swallowed. Examinations, no matter how close, have been unable to reveal the exact location of the foreign matter. Even X-rays failed to help.

The endoscope, however, can hardly fail. It is a set of tubes, each of which have at the end a

pair of electric bulbs about the size of a pin's head. The doctor puts one of the tubes down a patient's throat and by its means can examine every nook and cranny of the stomach. When he locates the foreign matter he passes through the tube an instrument fitted with miniature scissors, punches, grasping claws, suction tubes, or pin extractors, and is thus able to withdraw the interfering body. The pin extractor is of most ingenious construction.

By its means it is possible to grasp a swallowed safety pin, push it into the stomach, turn it round, close it, and then withdraw it.

Your operations of this kind have already been performed by doctors at the Jewish hospital, and all have been successful. If it had not been for the endoscope the patients would soon have died. The most recent use to which the endoscope was put at this hospital was to extract an object from a man's gullet. Close examination, including the X-ray, did not reveal the location of the object, which had prevented the man from eating and drinking for eight days. When the endoscope was used it was immediately discovered that the object was a piece of bone.

The tube was extended without the aid of the surgeon's knife and the man's life was saved.

DUKE OF LEINSTER'S ROMANCE.

ENGAGEMENT TO U.S. MILLIONAIRES.

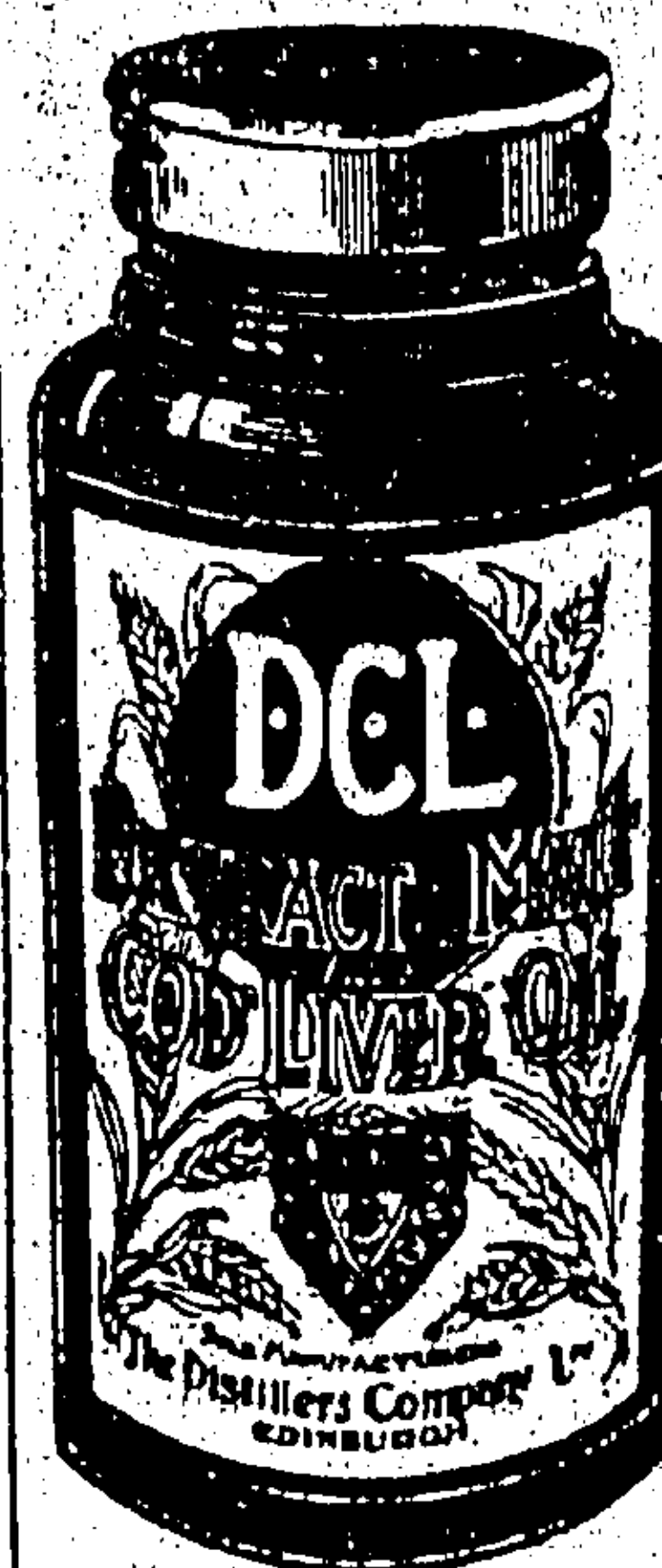
New York, Jan. 27.—The Duke of Leinster, who is due to arrive here to-night in the North German Lloyd liner Europa, which left Southampton on Thursday last, is reported to be engaged to an American millionaire.

The father of the millionaire was formerly a Senator, and made a vast fortune in mining ventures.

The Duke of Leinster, who is the premier duke, marquis and earl of Ireland, is thirty-eight years of age, and married Miss May Etheridge, the actress, in 1913.

Last June he obtained a divorce in the Edinburgh Court of Session, the case being confidential.

A man entered a fruiterer's shop in the West-end, and asked for a peach. It was wrapped up in silver paper and handed to him. "How much is that?" he asked. "Seven and sixpence," said the girl. The man handed over a 10s. note and the girl ran after him, and said: "Here's your 2s. 6d. change." "You can keep that," said the man. "I have just trod on a grape."



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Masons

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THE HONG KONG
JOCKEY CLUB.

ANNUAL RACE MEETING 1931.

28th FEBRUARY,
2nd, 3rd, 4th & 7th MARCH, 1931.

ON SATURDAY, 28th FEB, the First Race will be run at 1.30 P.M., and on all other days at 11.30 A.M. On the First Day the First Race will be run at 1 P.M. and on the other four days at 11 A.M.

MEMBERS' BADGES AND
ENCLOSURE.

Members are reminded that they and their Ladies must wear their Badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10 per day, including Tax, or \$40, including Tax, for the Meeting (Ladies \$5 and \$20, respectively), are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for all debts, etc.

Badges admitting to Members' Enclosure will NOT be on sale at the Race Course.

On No pretext will children be permitted in either Enclosure during the First Four Days of the Meeting.

PUBLIC ENCLOSURE

The Price of Admission to the Public Enclosure is \$4 per day, including Tax, for all persons, including Ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1 Per Day, including Tax.

Bookmakers, Tie Men, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting.

SERVANTS' PASSES

Passes for Servants will be issued on application to Messrs. LYNSTED & DAVIS, Alexandra Buildings.

Employers are requested to distribute them with discrimination and to endorse their Names on the Passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their Employers' stands.

Any Persons found loitering with Servants' Passes in their possession will forfeit the same and will be removed from the Enclosure.

By Order,
C. B. BROWN,

311] Secretary.

NOTICE.

A. S. WATSON & CO., LIMITED.

THE undermentioned Certificate for 40 shares in the Name of JOSEPH FRANCISCO NOLASCO DA SILVA has been declared LOST. If at the Expiration of One Month from the Date hereof the following Share Certificate is not produced to the Company, namely, Certificate No. 1182 for 40 Shares Nos. (5) 9381/3885, (10) 9386/3889, (5) 11981/11985, (20) 104445/104464, a New Certificate for the said Shares will be issued by the Company and thereafter No Other will be acknowledged.

A. S. WATSON & CO., LTD.
Hong Kong, 12th Feb, 1931. [318]

CREDIT FONCIER D'EXTREME-ORIENT.

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Detached and Semi-detached Villas
Modern Construction with Garage.

"CAMBAY BUILDINGS"

Flats with Modern Conveniences.

TRINITY COLLEGE OF MUSIC

LONDON.

LOCAL EXAMINATIONS

18th JUNE, 1931.

THE LAST DAY OF ENTRY for Forthcoming Examinations in THEORY and PRACTICAL will be 10th MARCH, 1931.

Entry Forms may be obtained from the Local Secretary.

Wm. ANDERSON,

c/o THE ANDERSON MUSIC CO., LTD.

MRS. XAVIER ACQUITTED

DRAMATIC END TO WANCHAI
SHOOTING DRAMA.SHOOTING OF EUROPEAN HELD TO BE ACCIDENTAL:
"NOT GUILTY" ON ALL COUNTS.

A verdict of not guilty was returned by the jury at the trial of Mrs. Jesuina Maria Xavier, who was in the dock at the Criminal Sessions yesterday before Mr. Justice Wood on charges of shooting at Mr. Alfred Joseph Manton with intent to murder him or unlawfully and maliciously wounding him.

A tense atmosphere prevailed in the crowded Court room when the jury returned to their box. As the foreman repeated for the third time "not guilty" in answer to each count, Mrs. Xavier showed obvious signs of relief and sat down with her hands on her head. She stood up again as the Judge told her she was discharged and quickly left the dock.

"DESPERATE AND CRAZY."

Mr. Somerset Fitzroy prosecuted for the Crown, and Mr. Leo D'Almada, jun., instructed by Messrs. Tso and Hodgson, appeared for the defence.

Outlining the Crown case, Mr. Fitzroy said that on December 27 the accused and Manton had been living together as man and wife, but they had come to the parting of the ways. A certain amount of trouble had arisen, and they were separating from one another.

On the morning of December 27, at about half past ten, accused went on a visit to her sister in Kowloon. Her sister's husband had a licence to keep a revolver, which was loaded and kept locked up in a drawer. During the visit accused was left alone in the house for a short while, and when the sister returned she found that accused had left. At about half past one she received a note from accused, saying that she had taken the revolver, and on going to the drawer where the revolver was kept, accused's sister found the key in the lock and the revolver gone.

Mr. Fitzroy commented that the Crown would say accused deliberately took the revolver for some purpose.

He went on to say that Manton returned home at 12.55 p.m. and, after a short conversation with accused, sat down to have lunch. He had been sitting down for a few minutes when he heard two shots but did not take much notice of them, as, although it was subsequently discovered that both had hit him, he did not know it at the time. A third shot was then fired and a bullet struck him in the arm.

Deliberate Shots.

Counsel produced the bullet which travelled under the skin, and the one which went through Manton's arm, being later picked up from the floor, showing that they were not damaged in any way. He said that as far as he knew the third bullet had not been extracted from Manton's back.

After demonstrating that the trigger of the revolver had to be pulled back with fairly good pressure for each shot, counsel said the Crown would submit that, as three shots were fired, they were deliberate shots at Manton, and could not have been done by accident.

Dr. Newton, after describing the wounds, said that in his opinion the ammunition used was what he would describe as spent bullets. Had the ammunition been new, he would say that the wounds in the back might have proved fatal.

Mr. A. J. Manton stated in evidence that, he returned to the house at 12.55 p.m. on December 27. It was his practice to dine alone. Prisoner, upon his arrival, told him that she had made all her arrangements, in view of their impending separation. Her brothers and sisters would look after her, she told him, and she did not want the allowance of \$30 a month which had been promised her.

"I said that was all right," continued Mr. Manton, "and then she asked me if I wanted my things. I said 'Yes, please,' and she went to the kitchen and brought me a plate of fish. Then she went behind me, whether into the bedroom or not I cannot say."

Heard Three Shots.

I was just taking up my knife and fork when I heard three shots. The first two were in rapid succession, then there was a pause and a third shot. The last one burnt my arm.

"I turned round and saw prisoner with a pistol in her left hand. The muzzle was pointing upwards. She would be about three or four feet away. I rushed at her and took the gun from her, throwing her on the floor in the struggle. I then picked up my hat, put the revolver in my pocket and went to the Police Station. I had previously called the amah, and told her to get the Police. She rushed out at once. Prisoner was lying on the floor when I went out. She called out to me, 'Shoot me before you go.' I did not reply, but walked out."

Answering Mr. D'Almada witness said that prisoner was normally right-handed. Before she came to live with him he had known her a month. She kept a boarding house at that time. That was in October, 1924. Later the boarding house was closed, and they went to live together as man and wife. The suggestion did not come from him, Mrs. Xavier made the suggestion, and witness concurred.

Evidence was also given by accused's sister and brother-in-law as to how the accused visited the house and took away the revolver.

Mrs. Xavier's Story

The accused, giving evidence from the witness box, said that she was married about 20 years ago, but her married life was not a happy one. Three or four years later it became necessary for her to earn her own living. She did this by giving music lessons and teaching at a school. Subsequently she kept boarding houses. That was about 1920.

In 1924 or 1925 she first met Manton, who came to her boarding house and became a lodger. There were only a few boarders and she had opportunities of seeing them often. A friendship sprang up between herself and Manton. In November, 1928, her mother died. Soon after her mother's death she and Manton were like husband and wife. Owing to the strike the servants left the house, and she had to work hard to keep the house going. Later she decided to close the boarding house and live with Manton.

"I was already very fond of him," continued Mrs. Xavier. "When we closed the boarding house we moved into a flat and lived together ever since. I was very happy during the time we lived together. He was very good to me and our affections improved. We had several little quarrels occasionally. These were due to my going out gambling, but they were patched up quickly. On several occasions he mentioned about separating, but I never thought of it because we often patched up our quarrels."

Mr. D'Almada: Did he mention early in December last about separating?—Yes, but I did not take much notice.

When did you think Manton was serious in wishing to part?—On December 26. He went away on the morning of December 25 and never returned until noon the following day. I thought, it was very unusual for him to do that. He was cold and I asked him if he was going to send me away. He said 'Yes.' He was going to give me \$50 a month.

Had it been arranged where you should go?—No.

Suicide Contemplated.

Witness continued that after the conversation on December 26, Manton went to work and returned about 11 p.m. After dinner that evening witness went out to the Praya with the intention of throwing herself into the harbour, but she could not summon enough courage to do so. She then went back to the house hoping that she would be given another chance.

On December 27 witness went to Kowloon to her sister's house. She intended to relate her troubles and to ask her sister what was the best thing to do, but she could not make up her mind to tell her anything. During this visit her sister went into the bathroom, and seeing the bunch of keys she was overcome by a strong temptation to take the revolver. "I meant to put a bullet in my head or my breast to kill myself. I did not do it there and then because I still thought I might have another chance."

It was about noon when witness returned to her house. Manton came back at about 1 o'clock. After the conversation witness thought there was no chance for her. She brought the plate of fish and left it on the table. She then went to the wardrobe and took out the revolver. Leaving the wooden box on the bed, she left the weapon on the sewing machine and proceeded to draw it out of the holster with her left hand.

Sign of the Cross.

Witness explained that the reason why she grasped the revolver in the left hand was because she intended to make the Sign of the Cross with her right hand, but at this time the revolver went off accidentally. She heard the report three times, but she did not know she was firing the weapon.

It was her intention to transfer the revolver to her right hand after making the Sign of the Cross and then fire it at her head. "I did not have any intention of doing anything to Manton. I did not point it at him. I was looking for the trigger." Witness made these statements and explained further that the revolver was different from others she had seen before but which she had never handled. She had no intention to wound him, and she was positive that the revolver went off by accident.

"Desperate and Crazy."

At this stage Counsel for the defence submitted to witness certain letters which he explained were found by Mr. Getz after he had been given the keys of the flat by the police. One of the letters was intended for her brothers and sisters and in it she indicated that she was putting an end to her life. "I am desperate, mad and crazy," was one of the sentences. Another letter referred to a debt due to her, which she directed should be collected and her own debts settled. The letters were read to the jury.

In answer to Mr. D'Almada, witness said that the first letter was an honest expression of her feelings on December 26. The "All" referred to in the letter was Manton. Witness also said that she was right-handed. Mr. Fitzroy, cross-examining, drew the attention of witness to a sentence in the letter where she wrote about Manton having another woman and suggested that witness was jealous on that account. Witness denied this.

Answering other questions, witness said that she was not sure whether the revolver was loaded or not. She had no way of ascertaining this by looking at the weapon and decided to take a chance.

The Defence.

In his address for the defence, Mr. D'Almada said that fortunately it was not very often that the lives of people were unfolded in Court, but the jury had to consider the charge against the accused. She was charged with deliberately shooting at Mr. Manton, but he would submit that the Crown had failed to prove the charge without doubt.

The jury were absent for twenty minutes and gave a verdict of not guilty on all three counts. Prisoner was discharged and left the Court escorted by her friends.

(Continued at foot of next column.)

ATTEMPTED
ROBBERY.YOUNG CHINESE COM-
MITTED TO SESSIONS.

Before Mr. E. H. Williams at Central Magistracy yesterday, Chan Cheong, alias Lam Yui, was charged with having assaulted Ho So, a married woman, and another woman, with intent to rob them at 41, Peel Street, on January 22.

Detective Inspector Shannon, who appeared for the prosecution, told the Court that the complainant occupied the front cubicle on the 1st floor of 41, Peel Street. The rear cubicle had been vacant for some time and about two weeks before the attempted robbery, defendant went to the address and made enquiries regarding the rear cubicle. He went away after a little while and nothing happened till the afternoon of January 22 when he and five others, not in custody, returned to make further enquiries regarding the cubicle.

A conversation ensued regarding the rent of this cubicle and suddenly the men set upon complainant and her amah. The women then raised cries of "anv life," and the occupants on the second floor rushed down the stairs, on hearing this the intruders bolted, leaving behind them two daggers and a toy pistol.

On February 6, the defendant was arrested in Hollywood Road and an identification parade was held the following day when complainant picked the defendant out.

The complainant then gave corroborative evidence. Mr. T. Murphy gave evidence of having conducted the identification parade when the complainant picked the defendant out in his presence. Evidence was also given by Insp. Shannon, a police interpreter and the Chinese sergeant who arrested the defendant.

Asked if he had anything to say, defendant replied in the negative. In answer to the Magistrate, he added that he did not wish to call any witnesses.

Mr. Williams: All right, you are committed to stand your trial at the next Sessions.

MOTOR MISHAPS.

MORRIS CAR GOES OVER
EMBANKMENT.

Two motor accidents were reported to the police yesterday but fortunately neither were of a serious nature.

A Morris Minor driven by a Government driver with Mr. J. C. Campbell as a passenger, was travelling along Aberdeen Road near the distillery when a Chinese pedestrian was knocked down. The car was immediately drawn up to the side of the road, near the bridge, and both the driver and Mr. Campbell went to the assistance of the injured man. While they were examining him the car began to move and eventually toppled over the embankment. The front of the car was slightly damaged.

An Aberdeen bus, which was being tested by a fitter skidded on the slippery surface of the Aberdeen Road at the bottom of the Lairy Farm Hill and went off the road to drop twenty feet down the embankment. The driver escaped injury and except for minor damage to the bus, the vehicle was intact.

new-box, coupled with the letter she had written the previous day, left no doubt that her intention was to commit suicide.

Counsel also stressed the fact that the accused was standing behind Mr. Manton, and if she had any intention of shooting him it was quite an easy thing to come close up to him and fire at his head or back without standing three feet away.

In summing up the evidence, his Lordship said that the onus was first on the Crown to prove that the accused deliberately fired the revolver, but it later shifted to the defence when it was claimed that it went off by accident. His Lordship also asked the jury to consider the probability of accused having the intention to murder Mr. Manton and then kill herself.

The jury were absent for twenty minutes and gave a verdict of not guilty on all three counts. Prisoner was discharged and left the Court escorted by her friends.

WANTED IN U.S.A.

EXTRADITION CASE
AGAINST CHINESE WOMAN.

ALLEGED EMBEZZLEMENT.

Extradition proceedings were sought by the police against a Chinese woman who appeared before Mr. W. Schofield at Central Magistracy yesterday.

The woman, named Jang Shee, is reported to have been concerned in an alleged embezzlement of Gold \$25,000 and the commission of the offence is said to have taken place in California.

Mr. T. Murphy (Assistant Director of Criminal Intelligence) appeared for the police and asked for a remand for 48 hours in police custody. He remarked that he would not offer any evidence at this stage unless his Worship wished to hear the evidence of arrest. The fugitive was arrested on board a ship in the Harbour on Monday by virtue of a provisional warrant.

It was possible, continued the prosecuting officer, that the fugitive would waive extradition proceedings and go back to the United States of her own accord.

His Worship said he would take evidence of arrest after the remand. Mr. Murphy remarked that if the fugitive waived extradition proceedings, the police would ask for a provisional remand, pending the departure of a steamer for California. Her discharge would then be asked for.

The fugitive was remanded in police custody for 48 hours.

SILENT GEARS.

WIDESPREAD INTEREST
SHOWN.

Improvements in transmissions, especially as relate to efficiency and silent operation in gearboxes, were a marked feature of both the Olympia and Paris show exhibits, and a great number of both European and American cars are now following the lead of the Durant, Graham-Paige, and Riley cars, in fitting four forward speeds with at least two which are as silent as possible. Another good feature fitted to a few makes of cars was designed to ensure silent and perfect gear changes at all times by even the most inexperienced drivers. Then, of course, there was also the free wheel device, which, in various forms, has gained quite a vogue in Europe; how it will take in America remains still to be seen.

Among the gears shown at Olympia were representative of most of the modern ideas in silent operation. It has been laid down that the only way to eliminate noise (emanating from lower ranges of gears) is to lessen the pressure on the gear teeth, and while this can to a certain degree be accomplished by widening them, there are obvious limits to such an expedient. A manufacturer in America has evolved a special arrangement of gears, applied notably to the Graham-Paige and the Stutz, which have attained their object by the substitution of an internally toothed outer gear, driving external teeth on an intermediate gear, which is itself fitted with internal teeth meshing with external teeth on an inner gear. Dog clutches, which mesh more easily than ordinary spur wheels, make gear changing easier with this type of gear.

A European type of silent third gear in a four-speed box is that of the Panhard, in which the third gear has helical teeth, and is in constant mesh, but one of the gear wheels runs loose on its shaft until locked by a dog clutch; the Riley also has a gear of this type, while the Geo, which has a three-speed box but two fairly close top and second gear ratios, also employs helical teeth for both of them. Packards, the air-cooled Franklin, Duesenberg, and the French Mathis all utilise the silent third speed gear in one form or another.

Then there is the synchromesh gear, introduced a year or so ago by Cadillac and La Salle, and now adopted also by Buick. This is a mechanism in the gearbox which automatically slows down the gear wheels, which are 46 be meshed, and so performs the task usually carried out by the driver in "blending" his change.

MR. C. G. ALABASTER

APPOINTED ATTORNEY-
GENERAL.

His many friends will be glad to hear that the Hon. Mr. C. G. Alabaster, K.C., O.B.E., who, since the elevation of Sir Joseph Kopp to the rank of Chief Justice, has been acting as Attorney-General, has now been definitely appointed as Attorney-General, this appointment dating from February 10.

A communication to this effect, has been issued by the Colonial Secretary who states that a telegram has been received from the Secretary of State for the Colonies approving the appointment of Mr. Alabaster as Attorney General.

THREE-YEAR SENTENCE.

ARMED ROBBER SAYS HE IS
SORRY.

Lau Kit, charged at the Criminal Sessions yesterday before the Chief Justice, on a charge of robbery by two or more, admitted the offence and expressed his sorrow. He said he had been in Hong Kong for 21 years and had never done anything wrong during that time.

Mr. Fitzroy stated that the robbery occurred at a house in Bonham Strand. The woman who occupied the house was away in Canton, and there were in the house three or four children, of whom one was ill, and two amahs.

Accused was one of the gang that visited the house and took \$300 in money besides other property, after binding and gagging the inmates. He was apparently keeping guard at the door with a knife in his hand while the others carried out the robbery. The other men gave him about \$16 for doing so.

His Lordship passed sentence of three years' hard labour.

ADVERTISEMENTS.

ST. STEPHEN'S COLLEGE,
STANLEY.

EXAMINATION for NEW STUDENTS on MONDAY, MARCH 2nd at 9.30 A.M. School Re-opens MARCH 3rd. For Prospectus apply Mr. LI HOI TUNG, Messrs. BAKER, Bank of China Building, or ST. STEPHEN'S COLLEGE, STANLEY. 31

MAINTAINING
APPEARANCES

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"Let Us Be Gay"

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ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Van Buren, Dollar, March 8
Pres. Garfield, Dollar, March 22

AMOK

Taiyuan, B. & S., Feb. 23.
Kingman, B. & S., Feb. 26.
Haining, Douglas, Feb. 27.
Tilawa, B.I., Feb. 28.
Tianan, J.C.J.L., Feb. 28.
Antung, B. & S., March 2.
Haining, Douglas, March 3.
Hosang, Jardine's, March 3.
Tainan, B. & S., March 4.
Tijbadak, J.C.J.L., March 5.
Anhui, B. & S., March 9.
Santhia, B.I., March 13.
Tjikembang, J.C.J.L., March 14.
Kusan, Jardine's, March 17.
Taima, B.I., March 25.
Yuenang, Jardine's, March 30.

ANTWERP

Ramses, Jensen, Feb. 28.
Hakone Maru, N.Y.K., March 7.
Khiva, P. & O., March 7.
Khyber, P. & O., March 14.
Somali, P. & O., March 21.
Suwa Maru, N.Y.K., March 21.

AUSTRALIAN PORTS

Tanda, E. & A., Feb. 23, 11 a.m.
Taiping, B. & S., March 20.
Atsuta Maru, N.Y.K., March 20.

BALTIMORE

Loganbank, Bank, March 20.

BANGKOK

Kiangsu, B. & S., March 3.
Kuying, B. & S., March 8.
Kwiyang, B. & S., March 11.

BARCELONA

Saabrucke, Melchers, March 7/8.
Leverkusen, Jensen, March 8.

BELOWAN-DELI

Cremor, J.C.J.L., March 12.

BOMBAY

Tokio Maru, N.Y.K., Feb. 27.
Alipore, P. & O., March 3.
Venezia-L. Dodwell's, March 10.
Kaga Maru, N.Y.K., March 11.
Gange, Dodwell's, March 25.

BOSTON

Cingalese Prince, Furness, Feb. 25.
Pres. Van Buren, Dollar, March 8.
Taketo Maru, N.Y.K., March 12.
Loganbank, Bank, March 20.
Pres. Garfield, Dollar, March 22.
Javanese Prince, Furness, March 28.

BREMEN

Havel, Melchers, March 3/4.
Saabrucke, Melchers, March 7/8.
Aller, Melchers, March 21.

BRINDISI

Venezia-L. Dodwell's, March 10.
Gange, Dodwell's, March 25.

CALCUTTA

Takada, B.I., Feb. 28.
Calcutta Maru, N.Y.K., March 1.
Kusan, Jardine's, March 3.
Penang Maru, N.Y.K., March 8.
Suisang, Jardine's, March 9.
Hosang, Jardine's, March 21.
Tilawa, B.I., March 24.

CASABLANCA

Menelaus, B.F., March 3.
Autolyus, B.F., March 31.

CHEFOO

Nanchang, B. & S., Feb. 25.
Huichow, B. & S., March 10.

COLOMBO

Tokio Maru, N.Y.K., Feb. 27.
Malwa, P. & O., Feb. 28.
Alipore, P. & O., March 3.
Chenoneux, M.M., March 3.
Hakone Maru, N.Y.K., March 7.
Khiva, P. & O., March 7.
Pres. Van Buren, Dollar, March 8.
Venezia-L. Dodwell's, March 10.
Kaga Maru, N.Y.K., March 11.
Athos II, M.M., March 17.
Antenor, B.F., March 18.
Suwa Maru, N.Y.K., March 21.
Pres. Garfield, Dollar, March 22.
Gange, Dodwell's, March 25.
D'Artagnan, M.M., March 31.

DALNY

Chinhua, B. & S., March 2.
Hector, B.F., March 7.
Teah, B. & S., March 9.

DUTCH PORTS

Ramses, Jensen, Feb. 28.
Havel, Melchers, March 3/4.
Menelaus, B.F., March 3.
Hakone Maru, N.Y.K., March 7.
Khiva, P. & O., March 7.
Khyber, P. & O., March 14.
Somali, P. & O., March 21.
Suwa Maru, N.Y.K., March 21.
Antenor, B.F., March 18.
Shantung, Gilman's, March 8.
Formosa, Gilman's, March 31.
Leverkusen, Jensen, March 8.
Shantung, Gilman's, March 8.
City of Guildford, Bank, March 9.
Khyber, P. & O., March 14.
Antenor, B.F., March 18.
Aller, Melchers, March 21.
Somali, P. & O., March 21.
Suwa Maru, N.Y.K., March 21.
Antenor, B.F., March 18.
Formosa, Gilman's, March 31.

FOOCHOW

Cheongshing, Jardine's, Feb. 27.
Haining, Douglas, Feb. 27.
Chipshing, Jardine's, March 1.
Haiyang, Douglas, March 3.
Huichow, B. & S., March 10.

JENOA

Ramses, Jensen, Feb. 28.
Saabrucke, Melchers, March 7/8.
Leverkusen, Jensen, March 8.
Pres. Van Buren, Dollar, March 8.
Shantung, Gilman's, March 8.
Venezia-L. Dodwell's, March 10.
Lyons Maru, N.Y.K., March 14.
Saarlund, Jensen, March 16.
Eurylochus, B.F., March 20.
Pres. Garfield, Dollar, March 22.
Gange, Dodwell's, March 25.
Formosa, Gilman's, March 31.

GLASGOW

Antenor, B.F., March 18.
Eurylochus, B.F., March 20.

GOTHENBURG

Shantung, Gilman's, March 8.
Formosa, Gilman's, March 31.

HAIPHONG AND HOIHOV

Kiangchow, P. & O., Feb. 27.
Antung, B. & S., March 2.
Kiangsu, B. & S., March 3.
Kwiyang, B. & S., March 11.
Kingman, B. & S., March 13.

HAMBURG

Ramses, Jensen, Feb. 28.
Havel, Melchers, March 3/4.
Menelaus, B.F., March 3.
City of Chester, Bank, March 5.
Khiva, P. & O., March 7.
Saabrucke, Melchers, March 7/8.
Leverkusen, Jensen, March 8.
Shantung, Gilman's, March 8.
City of Guildford, Bank, March 9.
City of Chester, Bank, March 16.
Saarlund, Jensen, March 16.
Aller, Melchers, March 21.
Somali, P. & O., March 21.
Autolyus, B.F., March 31.
Formosa, Gilman's, March 31.

HAVRE

City of Chester, Bank, March 16.
Eurylochus, B.F., March 20.

HONOLULU

Chichibu Maru, N.Y.K., March 1.
Heiyo Maru, N.Y.K., March 5.
Taketo Maru, N.Y.K., March 12.

JAPAN PORTS

Caravanshire, Jardine's, Feb. 25.
Glenbeg, Jardine's, Feb. 27.
Rawalpindi, P. & O., Feb. 27.
Tilawa, B.I., Feb. 28.

Tungo Maru, N.Y.K., March 1.
Glenbeg, Jardine's, March 2.
Kulmerland, Jensen, March 2.
D'Artagnan, M.M., March 3.
Formosa, Gilman's, March 3.
Hosang, Jardine's, March 3.
Muronan Maru, N.Y.K., March 3.
Persus, B.F., March 3.

Chichibu Maru, N.Y.K., March 4.
Gange, Dodwell's, March 4.
Emp. of Canada, C.P.S., March 5.
Heiyo Maru, N.Y.K., March 5.
Mizapora, P. & O., March 5.
Hakozaki Maru, N.Y.K., March 6.
St. Albans, E. & A., March 6.
City of Khios, Bank, March 7.
Hida, Dodwell's, March 9.
Dolius, B.F., March 10.

Santhia, B.I., March 13.
Karinna, P. & O., March 14.
Teuer, B.F., March 14.
Tiresias, B.F., March 15.
Glenbeg, Jardine's, March 16.
Angers, M.M., March 17.

Kutang, Jardine's, March 17.
Oldenburg, Jensen, March 17.
Emp. of Russia, C.P.S., March 18.
Taketo Maru, N.Y.K., March 18.

Soudan, P. & O., March 19.
Frankon, Melchers, March 21.
Anchises, B.F., March 24.
Nanking, Gilman's, March 24.
Taima, B.I., March 25.

Hiye Maru, N.Y.K., March 26.
Rajputana, P. & O., March 27.
Burgenland, Jensen, March 28.
Caehas, B.F., March 30.
City of Athens, Bank, March 30.

Felix Rousseau, M.M., March 30.
Glenamoy, Jardine's, March 30.
Yuenang, Jardine's, March 30.

JAVA PORTS

Tijkang, J.C.J.L., March 3.
Tijbadak, J.C.J.L., March 10.
Tijbadak, J.C.J.L., March 17.
Tijbadak, J.C.J.L., March 24.
Tijbadak, J.C.J.L., March 31.

LIVERPOOL

Lyons Maru, N.Y.K., March 14.
Eurylochus, B.F., March 20.

LONDON

Malwa, P. & O., Feb. 28.
Menelaus, B.F., March 3.
Hakone Maru, N.Y.K., March 7.
Khiva, P. & O., March 7.
City of Guildford, Bank, March 9.

Venezia-L. Dodwell's, March 10.
Khyber, P. & O., March 14.
City of Chester, Bank, March 16.
Antenor, B.F., March 18.

Soudan, P. & O., March 19.
Frankon, Melchers, March 21.
Anchises, B.F., March 24.
Nanking, Gilman's, March 24.
Taima, B.I., March 25.

Hiye Maru, N.Y.K., March 26.
Rajputana, P. & O., March 27.
Burgenland, Jensen, March 28.
Caehas, B.F., March 30.
City of Athens, Bank, March 30.

Felix Rousseau, M.M., March 30.
Glenamoy, Jardine's, March 30.
Yuenang, Jardine's, March 30.

JAVA PORTS

Tijkang, J.C.J.L., March 3.
Tijbadak, J.C.J.L., March 10.
Tijbadak, J.C.J.L., March 17.
Tijbadak, J.C.J.L., March 24.
Tijbadak, J.C.J.L., March 31.

MANILA

Pres. Cleveland, Dollar, Feb. 28.
Tanda, E. & A., Feb. 28, 11 a.m.
Tijkang, J.C.J.L., March 3.
Saabrucke, Melchers, March 7/8.

Pres. Van Buren, Dollar, March 8.
P. es. Madison, A.M.L., March 10.
Pres. Pierce, Dollar, March 14.
Tijbadak, J.C.J.L., March 17.

Taiyuan, B. & S., March 20.
Emp. of Japan, C.P.S., March 21.
Pres. Garfield, Dollar, March 22.
Atsuta Maru, N.Y.K., March 20.
Tjiondani, J.C.J.L., March 31.

MARSEILLES

Malwa, P. & O., Feb. 28.
Ramses, Jensen, Feb. 28.
Chenoneux, M.M., March 3.

Havel, Melchers, March 3/4.
Menelaus, B.F., March 3.
Hakone Maru, N.Y.K., March 7.

Khiva, P. & O., March 7.
Pres. Van Buren, Dollar, March 8.
Khyber, P. & O., March 14.
Lyons Maru, N.Y.K., March 14.

Saarlund, Jensen, March 16.
Athos II, M.M., March 17.
Antenor, B.F., March 18.

Aller, Melchers, March 21.
Somali, P. & O., March 21.
Suwa Maru, N.Y.K., March 21.

Pres. Garfield, Dollar, March 22.
Rawalpindi, P. & O., March 23.
Autolyus, B.F., March 31.
D'Artagnan, M.M., March 31.

NAPLES

Cingalese Prince, Furness, Feb. 25.
Pres. Van Buren, Dollar, March 8.
Pres. Garfield, Dollar, March 22.

Javanese Prince, Furness, March 28.

NEW YORK, BOSTON, etc.

Cingalese Prince, Furness, Feb. 25.
Pres. Van Buren, Dollar, March 8.

Taketo Maru, N.Y.K., March 12.
Loganbank, Bank, March 20.
Pres. Garfield, Dollar, March 22.

Javanese Prince, Furness, March 28.

NEWOWHANG

Teah, B. & S., March 9.

NORTH CHINA PORTS

Hector, B.F., March 7.
Coblenz, Melchers, March 11.
Frankon, Melchers, March 21.

PAKHOL

Kiangchow, P. & O., Feb. 27.
Kingman, B. & S., March 13.

PANAMA

Heiyo Maru, N.Y.K., March 5.
Taketo Maru, N.Y.K., March 12.

PENANG

Tokio Maru, N.Y.K., Feb. 27.
Malwa, P. & O., Feb. 28.

Takada, B.I., Feb. 28.
Catutia Maru, N.Y.K., March 1.

Alipore, P. & O., March 3.
Kusan, Jardine's, March 3.
Hakone Maru, N.Y.K., March 7.

Khiva, P. & O., March 7.
Penang Maru, N.Y.K., March 8.
Pres. Van Buren, Dollar, March 8.

Suisang, Jardine's, March 9.
Kaga Maru, N.Y.K., March 11.
Cremor, J.C.J.L., March 12.

Antenor, B.F., March 18.
Hosang, Jardine's, March 21.

Suwa Maru, N.Y.K., March 21.
Pres. Garfield, Dollar, March 22.

Tilawa, B.I., March 24.

RABAU

Tanda, E. & A., Feb. 28, 11 a.m.
Bremerhaven, Melchers, March 23.

RANGOON

Catutia Maru, N.Y.K., March 1.
Penang Maru, N.Y.K., March 8.

SAIGON

Yingchow, B. & S., Feb. 23.
Chenoneux, M.M., March 3.

Lyons Maru, N.Y.K., March 14.
Athos II, M.M., March 17.
D'Artagnan, M.M., March 31.

SANDAKAN

Mausang, Jardine's, March 11.
Hinsang, Jardine's, March 18.

AN FRANCISCO

Chichibu Maru, N.Y.K., March 4.
Pres. Cleveland, Dollar, March 10.

Taketo Maru, N.Y.K., March 12.
Pres. Pierce, Dollar, March 24.

SCANDINAVIAN PORTS

Shantung, Jardine's, March 8.
Formosa, Gilman's, March 31.

SEATTLE

Pres. Lincoln, Melchers, March 3.
Teuer, B.F., March 14.

Emp. of Russia, C.P.S., March 18.
Pres. Jackson, A.M.L., March 31.

SHANGHAI

Afrika, Mannors, Feb. 25.
Caravanshire, Jardine's, Feb. 25.

Nanchang, B. & S., Feb. 25.
Taiyuan, B. & S., Feb. 25.

Yusan, Jardine's, Feb. 25.
Kingman, B. & S., Feb. 25.

Yatahing, Jardine's, Feb. 25.
Rawalpindi, P. & O., Feb. 27.

Tilawa, B.I., Feb. 28.
Tjiondani, J.C.J.L., Feb. 28.

Kusan, Jardine's, March 3.
Suisang, Jardine's, March 3.

Gango Maru, N.Y.K., March 1.
Chinhua, B. & S., March 2.

Glenbeg, Jardine's, March 2.
Kulmerland, Jensen, March 2.

D'Artagnan, M.M., March 3.
Formosa, Gilman's, March 3.

SHANGHAI—(Continued).

Muronan Maru, N.Y.K., March 3.
Persus, B.F., March 3.

Sinking, Jardine's, March 4.
Chichibu Maru, N.Y.K., March 4.

Gange, Dodwell's, March 4.
Tainan, B. & S., March 4.

Emp. of Canada, C.P.S., March 5.
Tijbadak, J.C.J.L., March 5.

Hakozaki Maru, N.Y.K., March 6.
St. Albans, E. & A., March 6.

City of Khios, Bank, March 7.
Hector, B.F., March 7.

Foohsing, Jardine's, March 8.
Soochow, B. & S., March 8.

Annam, Mannors, March 9.
Hida, Dodwell's, March 9.

Suisang, Jardine's, March 9.
Teah, B. & S., March 9.

Dolius, B.F., March 10.
Coblenz, Melchers, March 11.

Kwan, B.I., March 13.
Karinna, P. & O., March 14.

Tjiondani, J.C.J.L., March 14.
Tiresias, B.F., March 15.

Glonue, Jardine's, March 16.
Angora, M.M., March 17.

Kutang, Jardine's, March 17.
Oldenburg, Jensen, March 17.

Emp. of Russia, C.P.S., March 18.
Taketo Maru, N.Y.K., March 18.

Soudan, P. & O., March 19.
Frankon, Melchers, March 21.

Anchises, B.F., March 24.
Nanking, Gilman's, March 24.

Hiye Maru, N.Y.K., March 26.
Rajputana, P. & O., March 27.

Burgenland, Jensen, March 28.
Caehas, B.F., March 30.

City of Athens, Bank, March 30.
Felix Rousseau, M.M., March 30.

Glenamoy, Jardine's, March 30.
Yuenang, Jardine's, March 30.

ST. ALBANS

Kawachi Maru, N.Y.K., Feb. 20.

Tokio Maru, N.Y.K., Feb. 27.

Takada, B.I., Feb. 28.

Catutia Maru, N.Y.K., March 1.

Alipore, P. & O., March 3.

Chenoneux, M.M., March 3.

Havel, Melchers, March 3/4.

Kusan, Jardine's, March 3.

Menelaus, B.F., March 3.

Hakone Maru, N.Y.K., March 7.

Khiva, P. & O., March 7.

Penang Maru, N.Y.K., March 8.

Pres. Van Buren, Dollar, March 8.

Suisang, Jardine's, March 9.

Kaga Maru, N.Y.K., March 11.

Cremor, J.C.J.L., March 12.

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI, CHEFOO & TIENTSIN	"NANCHANG"	On 25th Feb.	5 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 25th Feb.	5 p.m.
SAIGON	"YINGCHOW"	On 25th Feb.	Noon
AMOI & SHANGHAI	"KINGYUAN"	On 25th Feb.	5 p.m.
HONGKONG, PAKHOI & HAIPHONG	"KUNGHOW"	On 27th Feb.	Noon
SWATOW, SHANGHAI & TIENTSIN	"SONNING"	On 1st Mar.	9 a.m.
SWATOW, AMOI, SWATOW, HONGKONG & SINGAPORE	"ANTUNG"	On 2nd Mar.	3 p.m.
SHANGHAI & DALNY	"OHINHUA"	On 2nd Mar.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 3rd Mar.	9 a.m.
HONGKONG & BANGKOK	"KIANGSU"	On 3rd Mar.	Noon
AMOI & SHANGHAI	"TSINAN"	On 4th Mar.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 8th Mar.	8 a.m.
SWATOW & BANGKOK	"KAYING"	On 8th Mar.	11 a.m.
SHANGHAI, NEWCHOW & DALNY	"ANHUI"	On 9th Mar.	3 p.m.
HONGKONG & BANGKOK	"TEAN"	On 9th Mar.	5 p.m.
SWATOW, FOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 10th Mar.	8 a.m.
HONGKONG & BANGKOK	"KWEIYANG"	On 11th Mar.	Noon
HONGKONG & BANGKOK	"KINGYUAN"	On 13th Mar.	Noon

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(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	13th Mar.	20th Mar.	23rd Mar.	8th Apr.
CHANGTIE	14th Mar.	21st Apr.	24th Apr.	10th May
TAIPING	15th May	19th May	22nd May	7th June
CHANGTIE	12th June	19th June	22nd June	8th July

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M.S. "Annam"	9th Mar.	5th April
M.S. "Selandia"	14th Mar.	18th April
M.S. "Danmark"	28th Mar.	27th April
M.S. "Java"	28th April	28th May
M.S. "Asia"	28th May	28th June

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	FEBRUARY 23, 1931.										FEBRUARY 24, 1931.									
	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Clouds	Humidity	Visibility	State of Sky	Remarks	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Clouds	Humidity	Visibility	State of Sky	Remarks
Windsorstock	12	30.14	75.5	...	...	...	...	...	...	...	29.65	75.0	...	...	...	...	...	...	...	...
Nemuro	11	30.00	76.0	...	...	...	...	...	...	...	29.78	75.0	...	...	...	...	...	...	...	...
Hakodate	...	30.02	76.2	...	...	...	...	...	...	...	29.80	75.0	...	...	...	...	...	...	...	...
Tokio	...	29.98	76.1	...	...	...	...	...	...	...	30.02	75.5	...	...	...	...	...	...	...	...
Kochi	...	30.06	76.5	...	...	...	...	...	...	...	30.12	75.5	...	...	...	...	...	...	...	...
Nagasaki	...	30.04	76.0	...	...	...	...	...	...	...	30.14	75.5	...	...	...	...	...	...	...	...
Kagoshima	...	30.02	76.5	...	...	...	...	...	...	...	30.16	76.0	...	...	...	...	...	...	...	...
Oshima	...	30.12	76.0	...	...	...	...	...	...	...	30.12	75.0	...	...	...	...	...	...	...	...
Naha	...	29.76	75.0	...	...	...	...	...	...	...	29.86	75.5	...	...	...	...	...	...	...	...
Ishigakijima	...	30.12	76.0	...	...	...	...	...	...	...	30.41	77.4	...	...	...	...	...	...	...	...
Bonin Island	...	30.28	76.0	...	...	...	...	...	...	...	30.45	77.4	...	...	...	...	...	...	...	...
Chefoo	15	30.28	76.0	...	...	...	...	...	...	...	30.24	76.1	...	...	...	...	...	...	...	...
Shanghai	14	30.37	77.1	...	...	...	...	...	...	...	30.45	77.4	...	...	...	...	...	...	...	...
Gutzlaff	...	30.26	76.6	...	...	...	...	...	...	...	30.45	77.4	...	...	...	...	...	...	...	...
Wenchow	...	30.11	76.4	...	...	...	...	...	...	...	30.24	76.1	...	...	...	...	...	...	...	...
Foochow	...	30.07	76.3	...	...	...	...	...	...	...	30.24	76.1	...	...	...	...	...	...	...	...
Amoy	...	29.06	76.5	...	...	...	...	...	...	...	30.21	76.7	...	...	...	...	...	...	...	...
Swatow	...	30.17	76.2	...	...	...	...	...	...	...	30.10	76.4	...	...	...	...	...	...	...	...
Taihu	11	30.07	76.7	...	...	...	...	...	...	...	30.06	76.6	...	...	...	...	...	...	...	...
Taiwan	...	30.03	76.3	...	...	...	...	...	...	...	30.01	76.3	...	...	...	...	...	...	...	...
Koshun	...	29.99	76.1	...	...	...	...	...	...	...	30.10	76.6	...	...	...	...	...	...	...	...
Pescadores	...	30.08	76.4	...	...	...	...	...	...	...	30.10	76.6	...	...	...	...	...	...	...	...
Hong Kong	14	30.07	76.8	...	...	...	...	...	...	...	30.13	76.4	...	...	...	...	...	...	...	...
Gap Rock	...	30.05	76.3	...	...	...	...	...	...	...	30.11	76.4	...	...	...	...	...	...	...	...
Macao	...	30.09	76.4	...	...	...	...	...	...	...	30.09	76.1	...	...	...	...	...	...	...	...
Philippine	16	29.97	76.2	...	...	...	...	...	...	...	30.06	76.3	...	...	...	...	...	...	...	...
Tourane	...	29.96	76.5	...	...	...	...	...	...	...	29.98	76.0	...	...	...	...	...	...	...	...
Capo St. James	14	29.89	75.7	...	...	...	...	...	...	...	29.93	76.2	...	...	...	...	...	...	...	...
Basco	...	29.89	75.7	...	...	...	...	...	...	...	29.93	76.2	...	...	...	...	...	...	...	...
Apurri	...	29.78	76.4	...	...	...	...	...	...	...	29.90	76.5	...	...	...	...	...	...	...	...
Tuguegarao	...	29.84	76.2	...	...	...	...	...	...	...	29.88	75.9	...	...	...	...	...	...	...	...
Vigan	...	29.82	75.7	...	...	...	...	...	...	...	29.88	75.9	...	...	...	...	...	...	...	...
Manila	...	29.88	76.7	...	...	...	...	...	...	...	29.88	75.9	...	...	...	...	...	...	...	...
Legaspi	...	29.86	76.2	...	...	...	...	...	...	...	29.92	76.0	...	...	...	...	...	...	...	...
Calbayog	...	29.85	76.2	...	...	...	...	...	...	...	29.92	76.0	...	...	...	...	...	...	...	...
Tacloban	...	29.86	76.5	...	...	...	...	...	...	...	29.89	75.9	...	...	...	...	...	...	...	...
Iloilo	...	29.83	75.6	...	...	...	...	...	...	...	29.82	75.8	...	...	...	...	...	...	...	...
Cebu	...	29.82	75.6	...	...	...	...	...	...	...	29.82	75.8	...	...	...	...	...	...	...	...
Surigao	...	29.82	75.6	...	...	...	...	...	...	...	29.82	75.8	...	...	...	...	...	...	...	...
Saipan	11.00	29.83	76.7	...	...	...	...	...	...	...	29.89	75.9	...	...	...	...	...	...	...	...
Guam	12.22	29.83	76.7	...	...	...	...	...	...	...	29.89	75.9	...	...	...	...	...	...	...	...
Yap	11.00	29.81	75.7	...	...	...	...	...	...	...	29.82	75.8	...	...	...	...	...	...	...	...
Pelaw	...	29.82	76.4	...	...	...	...	...	...	...	29.82	75.8	...	...	...	...	...	...	...	...
Labuan	14	29.82	76.4	...	...	...	...	...	...	...	29.82	75.8	...	...	...	...	...	...	...	...

February 24d. 10A. 18m.—The anticyclone has strengthened and is now central to the north of the lower Yangtze Valley.
Strong monsoon along the S.E. coast of China and strong to fresh monsoon over the N. China Sea.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inch. Total since January 1, 0.69 inch, against an average of 2.83 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON FEBRUARY 25.

- 1.—Formosa Channel ... N.E. winds, strong.
- 2.—South coast of China between Hong Kong and Lamocks ... N.E. winds, fresh; overcast at first, finer later.
- 3.—Hong Kong to Gap Rock ... N.E. winds, fresh; overcast at first, finer later.
- 4.—South coast of China between Hong Kong and Hainan ... N.E. winds, strong.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, February 21.

Previous Day	At 4 p.m.	At 10 a.m.	At 4 p.m.
Barometer...	30.05	30.19	30.08
Temperature...	72	51	57
Humidity...	87	74	81

Wind	Direction	Force	Wind	Direction	Force
0	NE	NE	0	NE	NE
0	0	0	0	0	0
0	0	0	0	0	0

Weather	0 <th>0<th>0</th></th>	0 <th>0</th>	0
Rain	0.00	0.00	0.01

Highest open-air Temperature, 23.5

Lowest open-air Temperature, 24.51

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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HONG KONG TIDE TABLE.

From Feb. 25 to March 3, 1931.

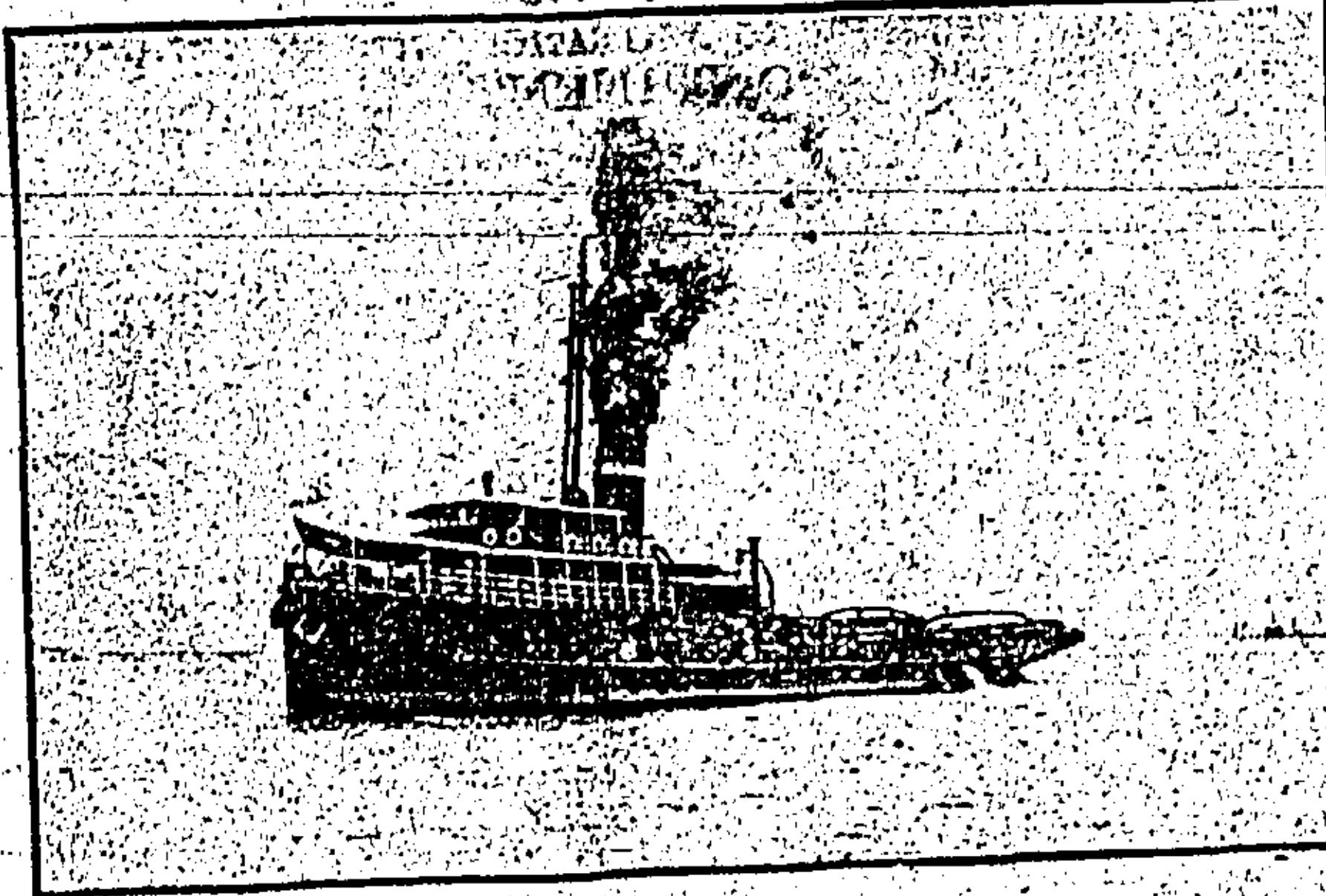
Days of Week	Date	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Wed.	25	01:11	5.9	18:32	5.4
Thur.	26	03:10	5.4	21:50	5.7
Fri.	27	04:54	5.7	23:27	1.9
Sat.	28	06:43	5.0	00:42	1.9
Sun.	1	08:44	3.9	01:35	0.8
Mon.	2	09:48	4.1	12:00	3.5
Tues.	3	10:48	4.5	02:50	1.1

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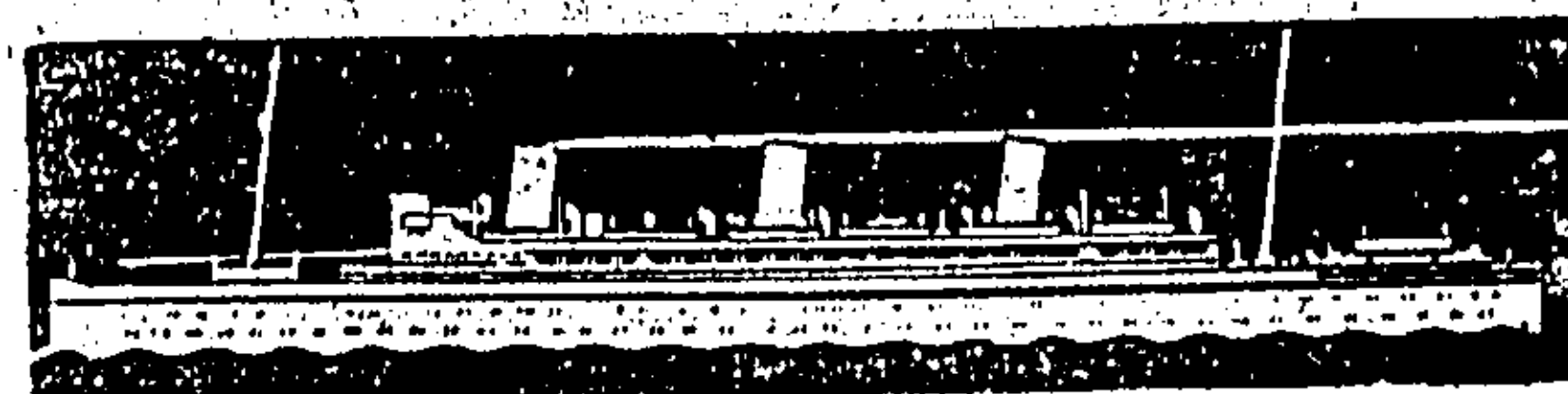
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CHIOHBU MARU ... Wednesday, 4th March

YAMATO MARU ... Wednesday, 18th March

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIYER MARU ... Thursday, 26th March

HEIAN MARU ... Tuesday, 2nd April

LONDON, MARSILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez

HAKONE MARU ... Saturday, 7th March

SUWA MARU ... Saturday, 14th March

SYDNEY & MELBOURNE via Manila & Port

ATSUTA MARU ... Thursday, 26th March

BOMBAY via Singapore, Penang & Colombo.

TOKIWA MARU ... Friday, 27th February

KAGA MARU ... Wednesday, 11th March

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

HEIYO MARU ... Thursday, 5th March

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAWACHI MARU ... Thursday, 26th February

KANAGAWA MARU ... Tuesday, 14th April

NEW YORK, BOSTON via PANAMA.

TAKETOYO MARU ... Thursday, 12th March

LIVERPOOL via Port Said, Suez (Constantinople),

Genoa & Marseilles.

LYONS MARU ... (Call Suez) Saturday, 14th March

CALCUTTA via Singapore, Penang & Rangoon.

CALCUTTA MARU ... Sunday, 1st March

PENANG MARU ... Sunday, 8th March

SHANGHAI, KOBE & YOKOHAMA.

TANGO MARU ... Sunday, 1st March

MUROGAN MARU ... Tuesday, 3rd March

HAKOZAKI MARU ... Friday, 6th March

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 11,200 TONS;
THROUGH CARGO
10,200 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Tons	Value
Emp. of Russia, Shanghai 1,218	600	
Anking, Amoy 200	—	
Taiyuan, Amoy 100	200	
Suiyang, Canton —	350	
Yatshing, Canton —	93	
Kwongang, Swatow 700	600	
	2,318	1,743

American Pres. Lincoln, Shanghai 1,427 2,803 | |

French Canton, Haiphong 191 — | |

Norwegian Tonjer, Chinwangtao 2,920 1,800 | |

Haiphong, Koshichang 2,610 — | |

Hirundo, Swatow 1,770 7,300 | 1,800 |

Japanese Kamagawa Maru, Singapore 20 1,574 | |

Dozan Maru, Haiphong — 2,150 | |

Chinese Tak Hing, Autow 1 — | |

Total 11,157 10,100

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

British	Arr.	Dep.
American	1	1
French	1	0
Norwegian	3	2
Japanese	3	4
Chinese	2	1
Portuguese	0	1
Total	16	13

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Emp. of Russia (British)	227
Vancouver, Shanghai	227
Taiyuan (British) Shanghai	58
Amoy	58
Pres. Lincoln (American)	303
Los Angeles, Shanghai	303
Hirundo (Norwegian) Bangkok	79
Kamagawa Maru (Japanese)	62
Buenos Aires, Singapore	62
Tak Hing (Chinese) Autow	51
Total	699

The P. & O. s.s. Kashmir from Hong Kong arrived London on February 22 at 9 a.m.

ARRIVALS.

February 23.

Dozan Maru, Japanese str., 978 tons, Capt. Y. Nishima, from Haiphong, buoy No. B23. Wada Jimusho & Co. Tonjer, Norwegian str., 1,918 tons, Capt. H. Rasmussen, from Chinwangtao, buoy No. B23. Dodwell & Co.

February 24.

Corona, Norwegian str., 1,953 tons, Capt. O. Klette, from Canton, Wanchai Anchorage. Dodwell & Co. Dali Maru, Japanese str., 1,293 tons, Capt. R. Samida, from Canton, O.S.K. Pier. O.S.K. Kronviken, Norwegian str., 1,519 tons, Capt. T. Krammo, from Swatow, Kailan Wharf. Wallon & Co.

Kwong Sang, British str., 1,493 tons, Capt. H. R. Debon, from Swatow, West Point Wharf. J. M. & Co. Linan, British str., 1,356 tons, Capt. J. Layton, from Canton, Taikoo Dock. B. & S. Lushan Maru, Japanese str., 1,507 tons, Capt. R. Nagayama, from Canton, buoy No. O1. N.Y.K. Oldekerk, Dutch str., 4,563 tons, Capt. Leijes, from Shanghai, buoy No. A7. J.C.J.L.

Ulrecht, Dutch str., 709 tons, Capt. J. H. Kop, from Takao, North Point Wharf. A.P.C. Yatshing, British str., 1,424 tons, Capt. C. Alexander, from Canton, buoy No. B1. J. M. & Co.

The R.M.S. Empress of Australia (R/W cruise) arrived at Chinwangtao yesterday at 11 a.m. will leave the port on March 1 at 8 p.m. is due at Beppu on March 4 at 6 a.m. and will leave that port on March 5 at 6 a.m.

CLEARANCES.

February 24.

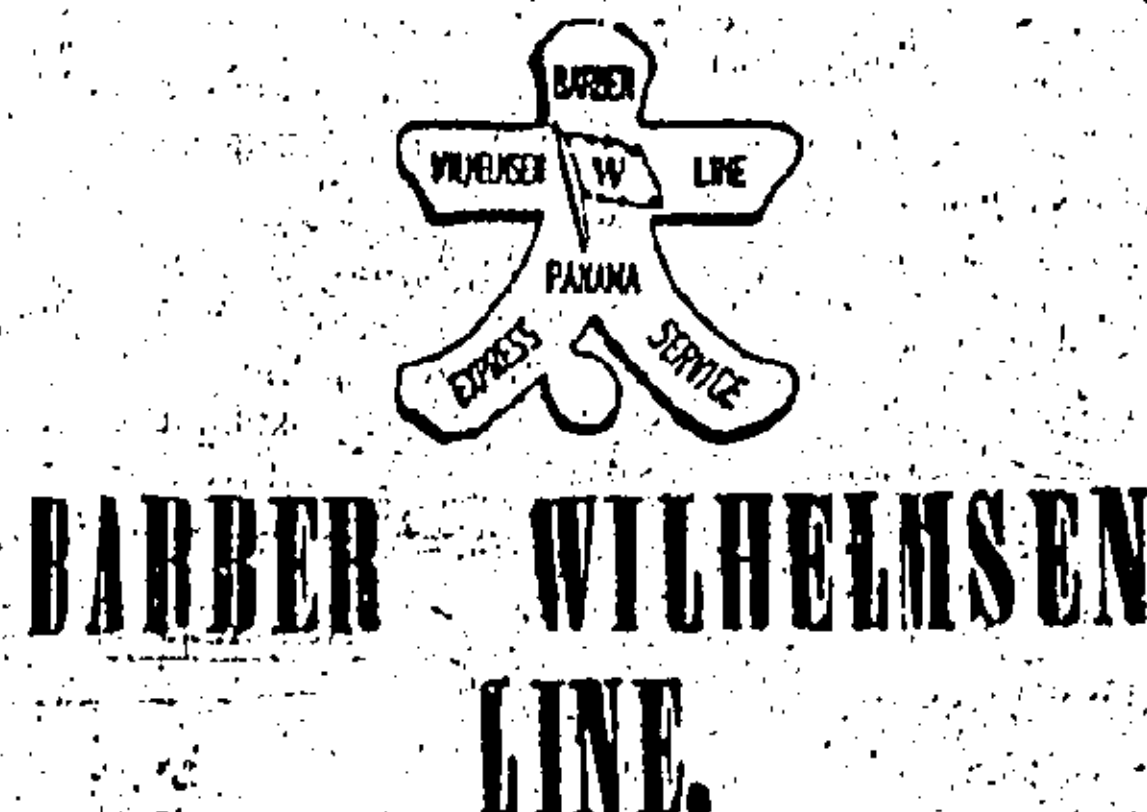
Havon Sailoon, for Shanghai. Corona, for Chinwangtao. Dozan Maru, for Amoy. Eric, for Manila. Keng Lee, for Teikong. Hachang, for Swatow. Holikon, for Saigon. Illinois, for Manila. Kronviken, for Hoikow. Kwongang, for Canton. Oldekerk, for Manila. Pres. Lincoln, for Manila. Stuart Dollar, for Manila. Tonjer, for Canton. Yusang, for Shanghai.

SHIPS IN HARBOUR.

The following vessels were in port yesterday:—

Wharves: Kowloon: President Lincoln; Holt's: Erica; A.P.C. Taichikoku; Lustrous; Socony. Laichikoku; Wihita; O.S.K.: Hoan Maru; Douglas Laprak; Hachang; Saikong; Wing Wo. Buys: A3 Tjinanock, A5 Courgeous, A9 Anking, A10 Kiangsu, B1 Yatshing, B3 Ralgan, B8 Shun Lee, B9 Chinhua, B14 Kwangtung, B15 Yingchow, B16 Hermod, B17 Gresson, B18 Hailing, B19 Heli-con, B21 Yuen Lee, B23 Yusang, B24 Ryanci Maru, B25 Dozan Maru, B26 Tinkow, B29 Tonjer, C1 New Mathilde, C2 Naitangata, C4 Feng Lee, C6 Halpard, C7 Fuki Maru, C8 Heyama Maru.

The R.M.S. Empress of Asia arrived at Kowloon yesterday morning at 8 a.m., left the same afternoon at 4 p.m., is due at Yokohama to-day at 1 p.m. and will leave to-morrow at 3 p.m.



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S.S. "CITY OF RHOS" ... Havre, London, Rotterdam & Hamburg ... 16th April

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Steamship	Tons	From Hongkong (about)	Destination
"MAIWA"	10,980	28th Feb, Noon	Marseilles and London.
"ALIPPORE"	5,273	28th Mar.	Strail, Colombo & Bombay.
"KHIVA"	9,185	7th Mar. (Mar.)	L'don, Hull, B'ham & A'warp
"KEYBER"	9,114	14th Mar.	Mar., L'don, Hull, B'ham & A'warp
"ROMALI"	9,114	21st Mar. (Mar.)	L'don, Hull, B'ham & A'warp
"RAWALPINDI"	16,619	28th Mar.	Marseilles and London.
"KABMALA"	9,128	11th Apr.	Mar., L'don, Hull, B'ham & A'warp
"RAJPUTANA"	16,608	25th Apr.	Marseilles and London.
"SOUDAN"	9,144	2nd May (Mar.)	L'don, Hull, B'ham & A'warp
"KALYAN"	9,144	9th May	Mar., L'don, Hull, B'ham & A'warp
"COMORIN"	16,132	23rd May	Bombay, Marseilles and London.
"KASHMIR"	9,955	6th June	Mar., L'don, Hull, B'ham & A'warp
"KASHMIR"	16,601	20th June	Bombay, Marseilles and London.
"KASHMIR"	9,106	4th July	Mar., L'don, Hull, B'ham & A'warp
"RAWALPINDI"	16,619	18th July	Bombay, Marseilles and London.
"KEYBER"	9,114	1st Aug.	Mar., L'don, Hull, B'ham & A'warp
"RAJPUTANA"	16,608	15th Aug.	Bombay, Marseilles and London.
"KABMALA"	9,118	29th Aug.	Marseilles and London.
"GATHAY"	16,121	12th Sept.	Bombay, Marseilles and London.
"KALYAN"	9,144	26th Sept.	Bombay, Marseilles and London.
"KASHMIR"	16,608	10th Oct.	Marseilles and London.
"KASHMIR"	9,955	24th Oct.	Bombay, Marseilles and London.
"RAWALPINDI"	16,619	7th Nov.	Bombay, Marseilles and London.

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Steamship	Tons	From Hongkong (about)	Destination
"TAKADA"	6,949	28th Feb, 3 p.m.	Singapore, Penang & Calcutta
"TILAWA"	10,006	24th Mar.	do.
"SANTHIA"	7,764	4th Apr.	do.
"TALMA"	10,000	13th Apr.	do.
"TAKADA"	6,949	2nd May	do.
"TILAWA"	10,006	13th May	do.
"TALMA"	6,018	31st May	do.

B.L. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	6,958	22nd Feb, 11 a.m.	Manila, Batavia, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	6,500	1st Apr.	do.
"NELLORE"	6,559	1st May	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

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The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"RAWALPINDI"	16,619	27th Feb, Noon	Shanghai, Kobe & Yokohama.
"TILAWA"	10,006	28th Feb, D.L.	Amoy, Shanghai, Kobe & Yokohama.
"ALIPPORE"	5,273	28th Mar.	Shanghai, Kobe & Yokohama.
"ST. ALBANS"	6,500	6th Mar.	Shanghai, Kobe, Osaka & Y'ham.
"SANTHIA"	7,764	13th Mar.	Amoy, Shanghai, Kobe & Osaka.
"KABMALA"	9,118	14th Mar.	Shanghai, Kobe & Yokohama.
"SOUDAN"	9,144	19th Mar.	do.
"TALMA"	10,000	25th Mar.	Amoy, Kobe & Osaka.
"RAJPUTANA"	16,608	27th Mar.	Shanghai, Kobe & Yokohama.
"NELLORE"	6,559	6th Apr.	Shanghai, Kobe, Osaka & Y'ham.
"KABMALA"	9,118	10th Apr.	Amoy, Shanghai, Kobe & Osaka.
"TILAWA"	10,006	24th Apr.	Shanghai, Kobe & Yokohama.
"COMORIN"	16,132	24th Apr.	Shanghai, Kobe & Yokohama.
"KASHMIR"	9,955	6th May	Shanghai, Kobe & Yokohama.
"TANDA"	6,958	8th May	Shanghai, Kobe, Osaka & Y'ham.
"TALMA"	6,018	12th May	Amoy, Kobe & Osaka.
"RAJPUTANA"	16,608	22nd May	Shanghai, Kobe & Yokohama.
"KASHMIR"	9,955	30th May	Shanghai, Kobe & Yokohama.
"ST. ALBANS"	6,500	6th June	Shanghai, Kobe & Yokohama.
"RAWALPINDI"	16,619	19th June	Shanghai, Kobe & Yokohama.
"KEYBER"	9,114	2nd July	Shanghai, Kobe & Yokohama.
"NELLORE"	6,559	6th July	Shanghai, Kobe, Osaka & Y'ham.
"RAJPUTANA"	16,608	17th July	Shanghai, Kobe & Yokohama.
"KABMALA"	9,118	31st July	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice. WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must deliver their own Hotel expenses at Singapore while awaiting the carrying steamer.

All Cabins are fitted with Electric Fans free of charge. Steamers on London and Australia Lines are fitted with Laundries. Passes measuring not more than 31 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

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